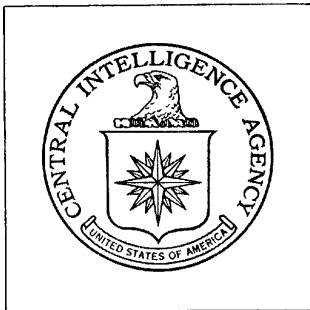


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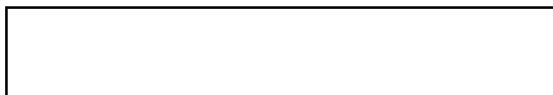


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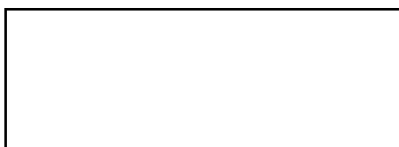
Imagery Analysis Report

Developments Relating to
the Chinese Railroad System



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IMAGERY ANALYSIS SERVICE

DEVELOPMENTS RELATING TO THE CHINESE RAILROAD SYSTEM

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SUMMARY

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Rail and economic developments observed throughout China during the reporting period indicate the continuation of widely dispersed efforts observed [redacted] These efforts are intended to increase the capacity of the rail system supporting industrial development and to complete construction of major rail lines having strategic and economic importance.

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Major new rail construction observed during the reporting period includes: continuing construction on the Cheng-tu/Kun-ming and the Ku-lu-chi Rail Lines, a new 45 nautical mile (nm) rail line under construction in Yunnan Province in the Southwest, and a new 65 nm rail line under construction in Pei-ching Shih in the North.

New rail spurs and other rail associated activity observed during the reporting period were located primarily in the Northeast, North, and Central provinces. Significant new construction activity includes: a regional petroleum storage site, a possible regional petroleum storage site, and an unidentified liquid storage facility in Heilungkiang Province; a regional petroleum storage site in Hunan Province; and a rolling mill in Shansi Province. New rail facilities are also observed in Kwangtung, Kansu, and Tsinghai.

These rail and economic developments continue to be observed throughout China despite reported widespread temporary disruptions caused by the Cultural Revolution. The only photographically confirmed indication of such a disruption during the reporting period was observed at Ha-mi on the Lan-chou/Urumchi Rail Line.

Limited photographic coverage of the rail yards along the Cheng-chou/Ping-hsiang Rail Line reveals no significant changes and provides new traffic level counts only in Wu-han, Liu-chou and Ping-hsiang. No significant changes and little active transloading activity were observed in the China/USSR border crossings at Erh-lien and Man-chou-li.

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INTRODUCTION

This report, summarizing significant activity relating to the Chinese Railroad System, is based on analysis of overhead photographic coverage of China

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The purposes of the report are:

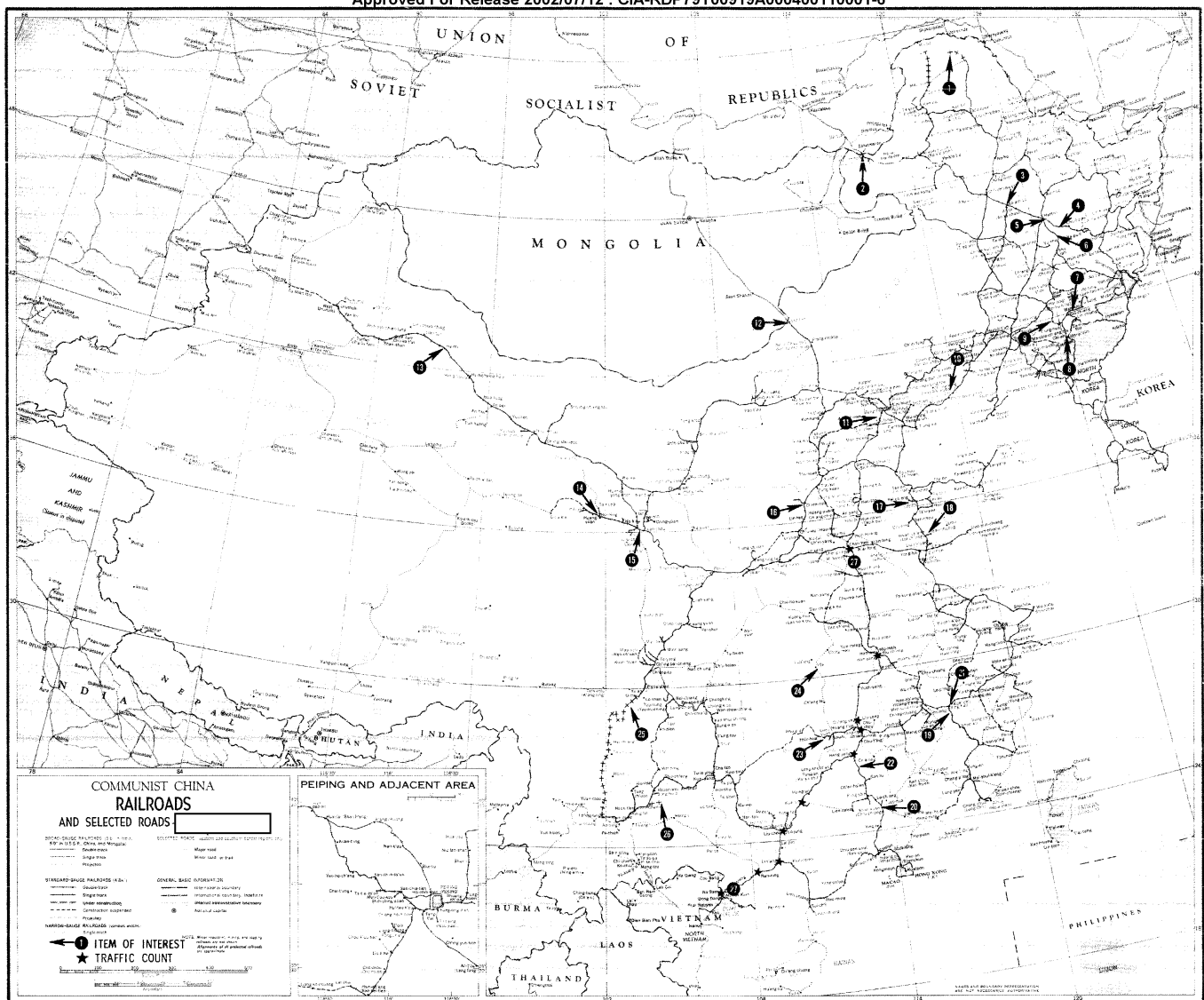
1) to highlight significant items of rail associated activity derived from comparative analysis of photography to indicate areas under development, and to identify new activity; and

2) to present a continuing assessment of critical rail line segments and rail yards as traffic count studies, including data derived from all previous studies which serve as a comparison to indicate the general level of activity.

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ITEMS OF INTEREST

The following items of imagery-derived intelligence presented in this report are numbered and annotated on the accompanying China railroad map (Figure 2). These are discussed in the text as indicated below.

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO. : 1

SUBJECT : New Rail Construction

LOCATION : Hu-ma-erh Ho (River), Heilungkiang Province, 52-20N 124-42E

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MAP REFERENCE : ACIC - Series ONC, Sheet E-9, Scale 1:1,000,000
1st Edition, May 1965, Unclassified

DOCUMENT : CIA - PIR-75083, Developments Relating to the Chinese
Railroad System, January-April 1967, TOP SECRET

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Although the operational limit of the standard gauge rail line - being constructed northwestward from Ku-lu-chi (50-24N 124-07E) into a timber-rich, relatively undeveloped area - has not changed in an

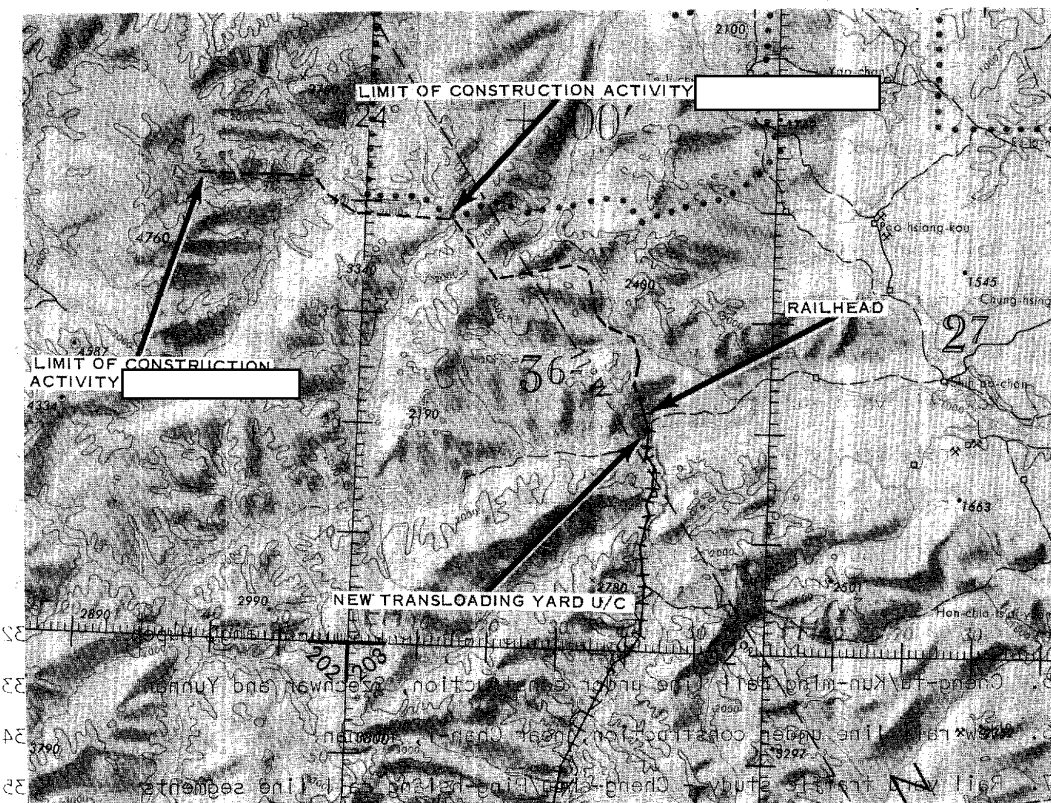
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the roadbed continues to be extended at a steady rate.

The roadbed, in various stages of construction, has been extended an additional 24 nm to 52-41N 123-36E, a total of 57 nm from the railhead. A turning wye is now under construction at 52-35N 124-32E, on that portion of the extended roadbed which was previously reported in PIR-75083. A small rail yard with an associated turning wye and a permanent residential and support area are under construction along the newly extended roadbed at 52-42N 123-52E.

A new meter to standard gauge railroad transloading facility is also under construction on the operational portion of the rail line immediately south of the railhead at 52-19N 124-36E. This facility will probably be used to transfer logs from a local meter gauge logging rail line (not illustrated on the map) to the standard gauge main line.



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FIGURE 3. NEW RAIL CONSTRUCTION

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 2

SUBJECT : Railroad Transloading Activity
 LOCATION : Man-chou-li and Otpor, China/USSR Border

DOCUMENT : CIA [REDACTED] Developments Relating
 to the Chinese Railroad System.
 [REDACTED]

Man-chou-li experienced a marked increase of traffic during the beginning of the reporting period and remained at a relatively high level during the month of October.

Very little active transloading activity in the complex was observed during the reporting period.

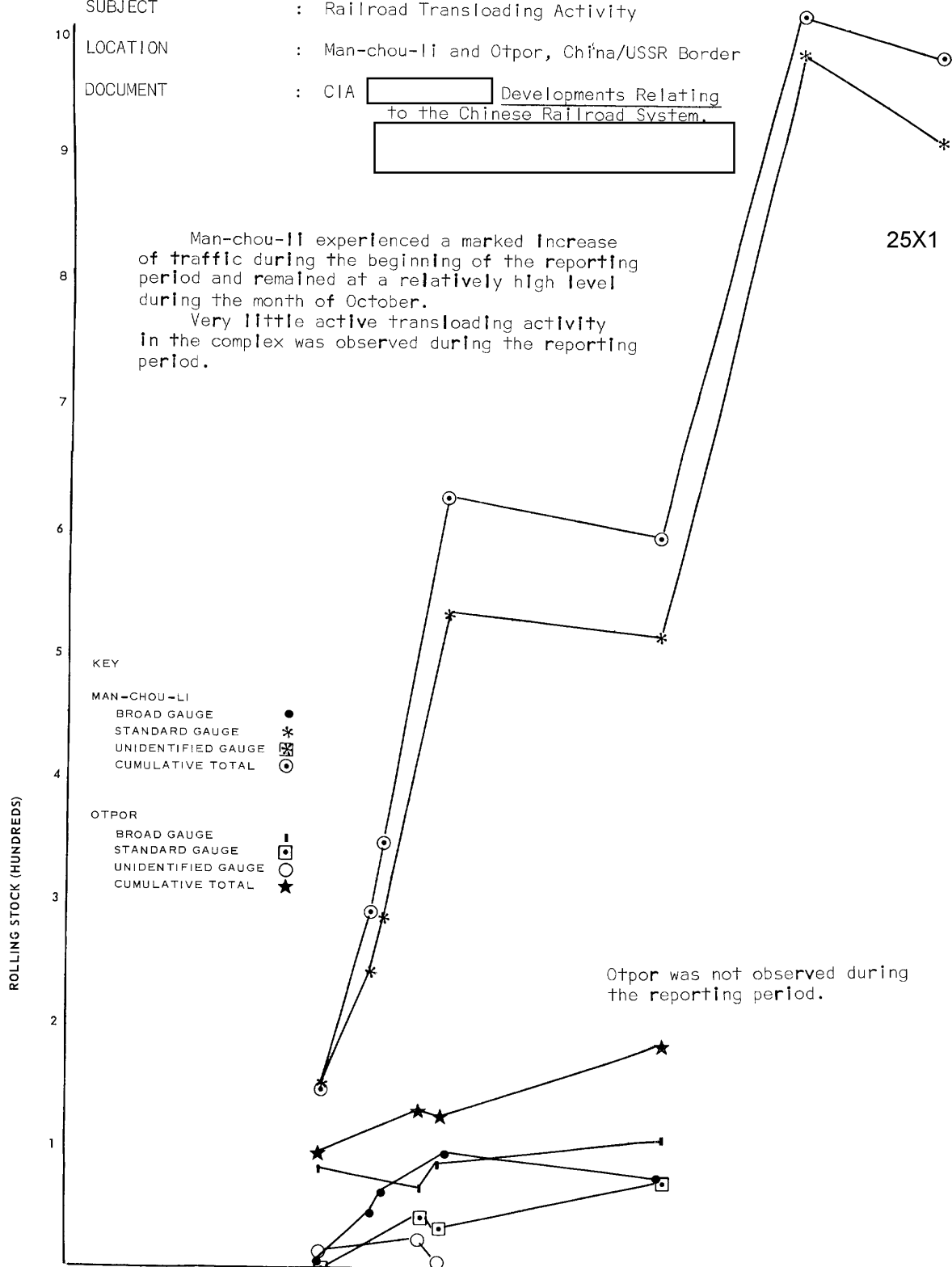


FIGURE 4. RAILROAD TRANSLOADING ACTIVITY

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 5

SUBJECT : New Rail Construction

LOCATION : Near Sha-erh-tu, Heilungkiang Province, 46-35N 125-00E

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MAP REFERENCE : ACIC - Series ONC, Sheet F-9, Scale 1:1,000,000
1st Edition, August 1966, Unclassified

Comparative analysis of recent photography has disclosed a substantial increase in rail construction activity near Sha-erh-tu (46-35N 125-00E). The recent expansion of the oil field in this area may have necessitated additional rail facilities to transport the oil to other refineries. Construction has taken place in three different areas [REDACTED]

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A new rail yard is currently in the mid-stage of construction 28 nm southwest of Sha-erh-tu, on the main rail line between Sha-erh-tu and Mosuto (44-24N 123-11E), at 46-22N 124-47E. A new turning wye and a short rail spur are also under construction adjacent to the new facility.

A new turning wye and three dead-end rail spurs are under construction at 46-30N 124-56E, 8 nm southwest of Sha-erh-tu. The spurs will possibly serve as a temporary storage area and a rail-to-road transshipment point.

The third area of construction is located at 46-31N 125-07E, 9 nm southeast of Sha-erh-tu, on the Harbin/Man-chou-li Rail Line. A new spur terminates at a pipeline which runs southwest for one nm to an area containing seven, large buried POL tanks.

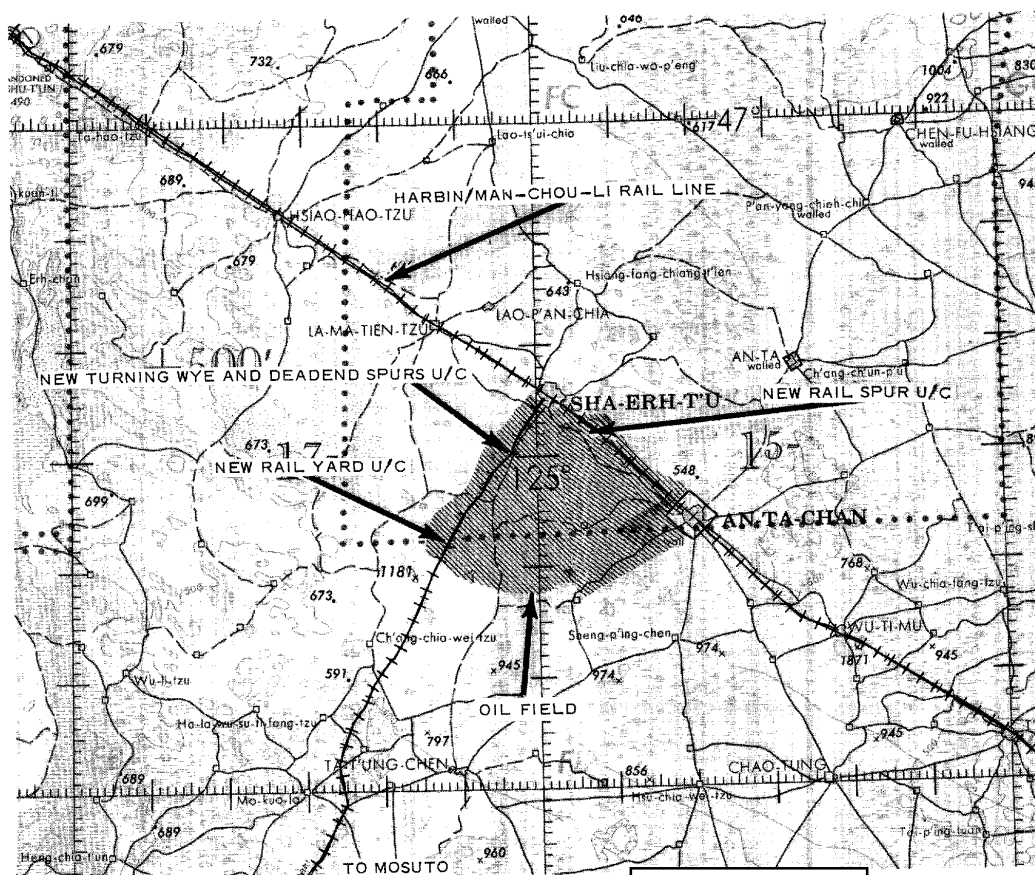


FIGURE 5. NEW RAIL CONSTRUCTION, [REDACTED]

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 4

SUBJECT : New Rail Spur and Regional Petroleum Storage Site Under Construction

LOCATION : Near Chu-ho, Heilungkiang Province, 45-13N 127-51E

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet F-9, Scale 1:1,000,000
1st Edition, August 1966, Unclassified

A new regional POL site under construction is located 4 nm west of Chu-ho (45-12N 127-58E). It consists of six semiburied, cylindrical tanks in various stages of construction. The site has the same characteristics as other known regional POL sites. It will be served by a new rail spur which branches off the Harbin/Sui-fen-ho Rail Line at 45-13N 127-51E.

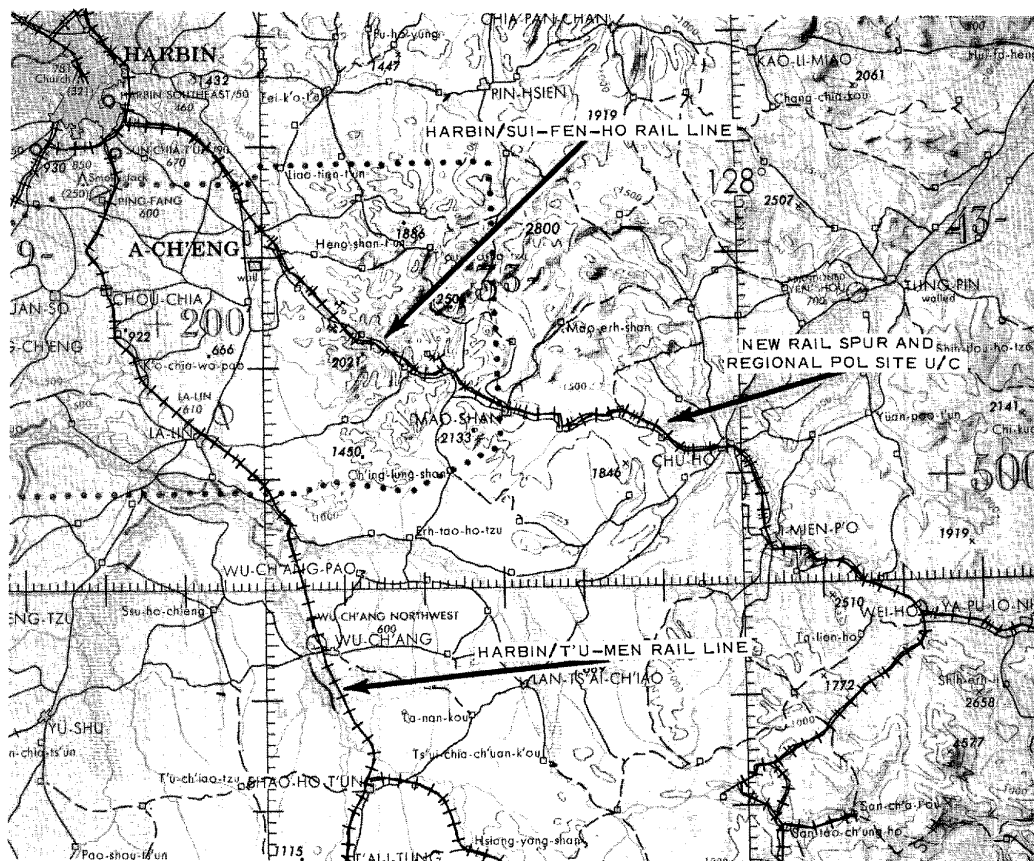


FIGURE 6. NEW RAIL SPUR AND REGIONAL PETROLEUM STORAGE SITE
UNDER CONSTRUCTION

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 5

SUBJECT : New Rail Siding and Unidentified Liquid Storage Facility
Under Construction

LOCATION : Harbin, Heilungkiang Province, 45-42N 126-46E

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MAP REFERENCE : ACIC - Series ONC, Sheet F-9, Scale 1:1,000,000
1st Edition, August 1966, Unclassified

A new rail siding and an associated liquid storage facility under construction are located on the Harbin/Sui-fen-ho Rail Line at 45-42N 126-46E, 2 nm east of Harbin. The siding, which was constructed [REDACTED] is adjacent to a probable pipeline under construction which runs south for 0.3 nm to a secured area containing four unidentified large liquid storage tanks under construction.

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The construction of the four liquid storage tanks, which are located in an abandoned explosives and chemical storage area, has been rapid: the first one was noted under construction [REDACTED]

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 6

SUBJECT : New Rail Spur and Possible POL Site Under Construction

LOCATION : Near Wu-chang, Heilungkiang Province, 44-48N 127-11E

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MAP REFERENCE : ACIC - Series ONC, Sheet F-9, Scale 1:1,000,000
1st Edition, August 1966, Unclassified

A new, possible POL site under construction is located 7 nm south of Wu-chang (44-54N 127-08E). The site consists of at least 21 circular excavations, possibly for semiburied tanks. It will be served by a new rail spur which branches off the Harbin/Tu-men Rail Line at 44-48N 127-11E.

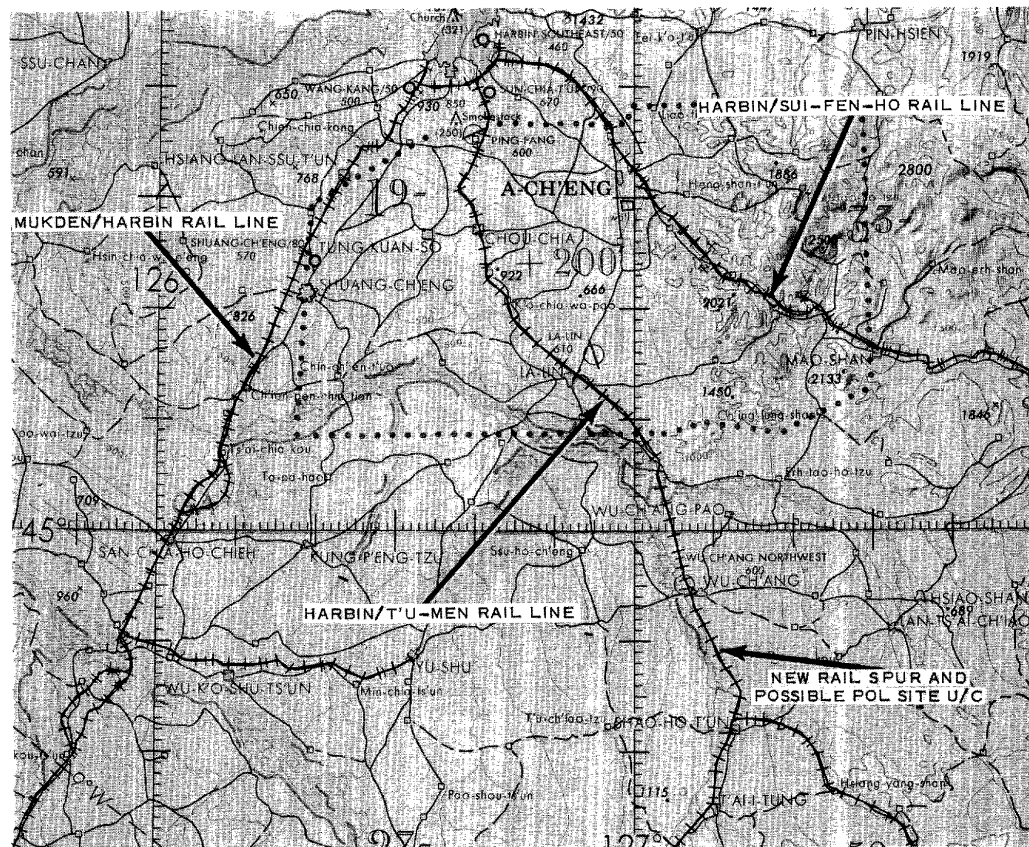


FIGURE 10. NEW RAIL SPUR AND POSSIBLE POL SITE UNDER CONSTRUCTION,

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FIGURE 11. NEW RAIL SPUR AND POSSIBLE POL SITE UNDER CONSTRUCTION

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ITEM OF INTEREST NO.: 7

SUBJECT : New Rail Spur and Ore Concentration Industry

LOCATION : Near Cha-tzu-yao, Kirin Province, 41-57N 126-27E

MAP REFERENCE : ACIC - Series ONC, Sheet F-9, Scale 1:1,000,000
1st Edition, August 1966, Unclassified

A new serviceable rail spur branching off the Ya-yuan/Ta-li-tzu Rail Line, 5 nm southwest of Cha-tzu-yao (41-59N 126-32E), extends one nm northwest to a newly constructed ore concentration industry at 41-57N 126-27E.

The ore concentration facility was first observed in an initial stage of construction on [] photography. At that time, there was no indication of new rail spur construction.

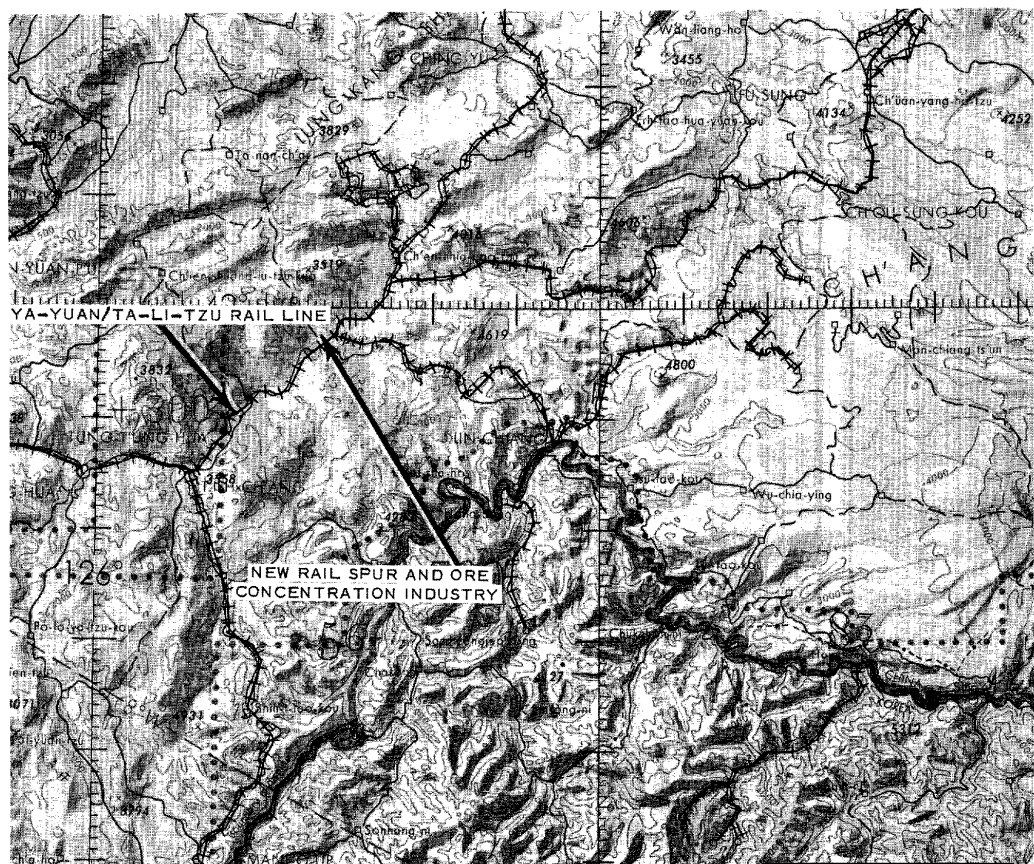


FIGURE 12. NEW RAIL SPUR AND ORE CONCENTRATION INDUSTRY

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ITEM OF INTEREST NO.: 8

SUBJECT : New Rail Spur and Unidentified Construction Activity

LOCATION : Near Chi-an, Kirin Province, 41-12N 126-14E

MAP REFERENCE : ACIC - Series ONC, Sheet F-9, Scale 1:1,000,000
1st Edition, August 1966, Unclassified

A new rail spur under construction extends 0.2 nm northwest from the Ssu-ping/Chi-an Rail Line at 41-12N 126-14E to an area of unidentified construction activity at 41-13N 126-14E. Construction of the spur started

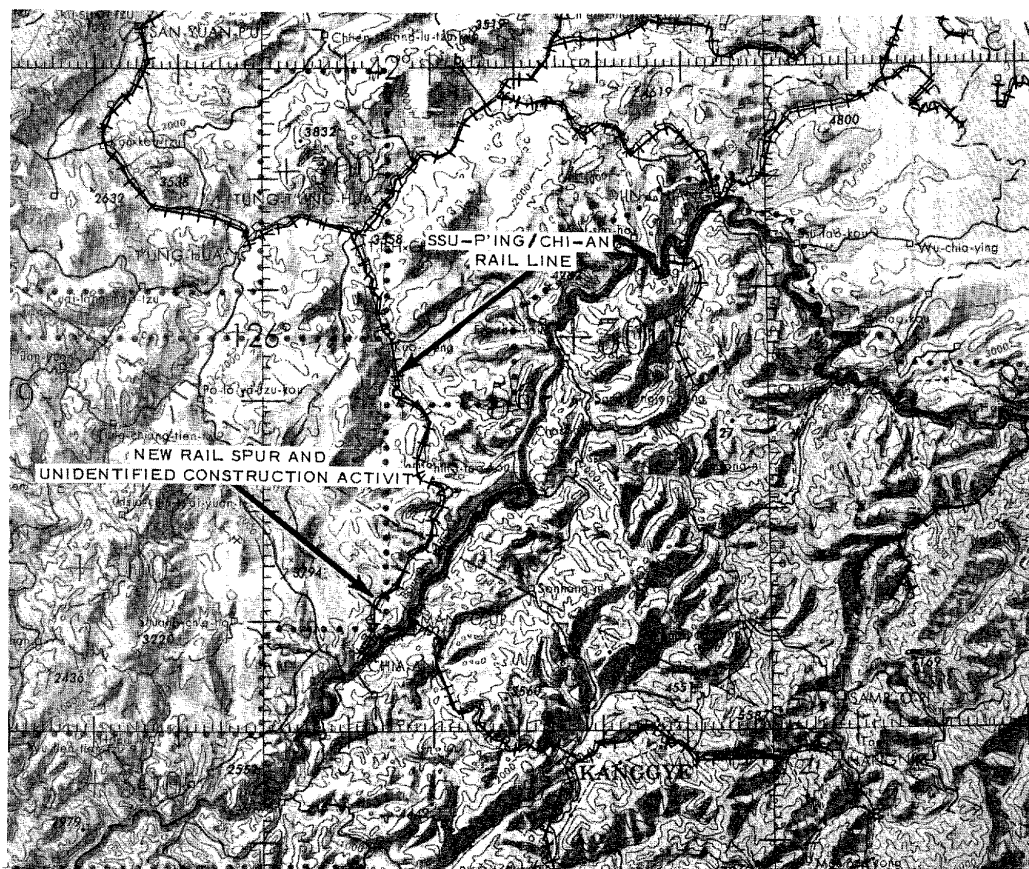


FIGURE 13. NEW RAIL SPUR AND UNIDENTIFIED CONSTRUCTION ACTIVITY.

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 9

SUBJECT : New Rail Spur and Possible Storage Facility Under Construction

LOCATION : Near Pan-shih, Kirin Province, 43-02N 126-02E

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet F-9, Scale 1:1,000,000
1st Edition, August 1966, Unclassified

A new rail spur branches off the Mukden/La-fa Rail Line at 43-02N 126-02E, 6 nm north of Pan-shih (42-56N 126-04E). The spur extends 0.2 nm northeast to a possible storage facility under construction.

A new POL storage site consisting of at least four semiburied cylindrical tanks is under construction immediately north of the storage area. At present there is no rail or pipeline connection between the POL site and the rail spur.

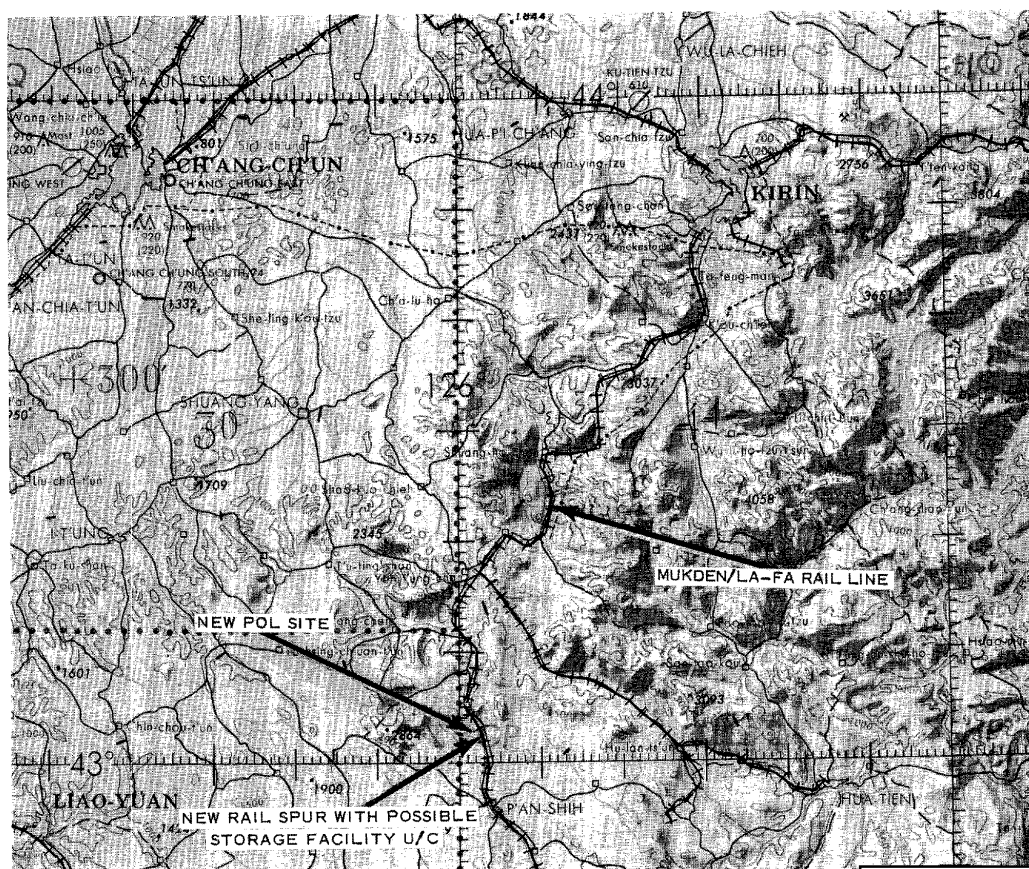


FIGURE 14. NEW RAIL SPUR AND POSSIBLE STORAGE FACILITY UNDER CONSTRUCTION

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ITEM OF INTEREST NO.: 10

SUBJECT : New Rail Yard and Unidentified Facility Under Construction

LOCATION : Near Hsing-cheng, Liaoning Province, 40-34N 120-39E

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MAP REFERENCE : ACIC - Series ONC, Sheet F-9, Scale 1:1,000,000
1st Edition, August 1966, Unclassified

A new two-track railroad yard is under construction on the Peiping/Mukden Rail Line at 40-34N 120-39E, 5 nm southwest of Hsing-cheng (40-37N 120-42E). Although the tracks have been laid, they do not appear to be connected to the main rail line at this time.

An unidentified facility is under construction adjacent to the new rail yard. Extensive ground scarring is present and the foundation of the facility appears to be partially laid.

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ITEM OF INTEREST NO.: 11

SUBJECT : New Rail Construction

LOCATION : Near Peking, Pei-ching Shih, 39-54N 116-17E

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MAP REFERENCE : ACIC - Series ONC, Sheet G-9, Scale 1:1,000,000
2nd Edition, November 1960, Unclassified

Three areas of new rail construction activity are noted immediately west and south of Peking.

A new rail line is under construction from its junction with the Peking/Erh-lien Rail Line immediately west of Peking southwestward for 65 nm into the Wu-tai-shan Mountains to the present limit of construction at 39-25N 115-12E. The new rail segment is in the early stage of construction and consists of intermittent roadbed grading and tunnel and bridge construction.

West of Peking, an existing rail spur which branches off the Peking/Han-kou Rail Line, is being extended 10 nm from 39-46N 116-01E to the present limit of construction at 39-52N 115-52E. The present operational limit of the extended spur is to a new probable rail yard at 39-48N 115-58E. Beyond this point and bridge construction and roadbed grading are evident.

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South of Peking, a new rail spur connecting the Peking/Han-kou and the Peking/Mukden Rail Lines between 39-46N 116-09E and 39-43N 116-18E is under construction. When completed this by-pass spur will expedite traffic moving between the previously mentioned rail lines since trains will no longer need to transit the congested rail facilities at Peking.

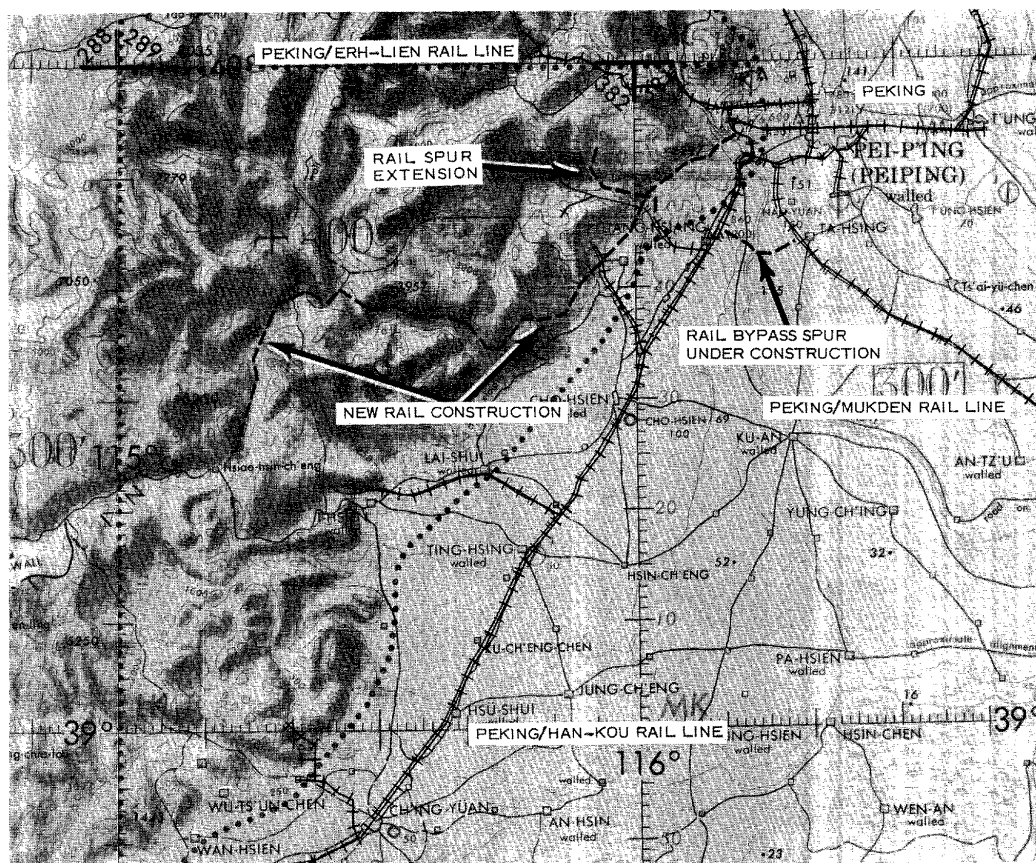


FIGURE 16. NEW RAIL CONSTRUCTION.

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 12

SUBJECT : Railroad Transloading Activity

LOCATION : Erh-lien, China/USSR Border

MAP REFERENCE : ACIC - Series ONC, Sheet F-8, Scale 1:1,000,000
2nd Edition, July 1963, Unclassified

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DOCUMENT : CIA - [] Developments Relating to the Chinese
Railroad System [] TOP SECRET []

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Erh-lien (43-45N 112-02E) experienced a moderate increase in traffic levels at the mid-point of the reporting period. This moderate increase in rail traffic was offset, however, during the latter part of the reporting period by a drop in traffic levels somewhat below earlier levels.

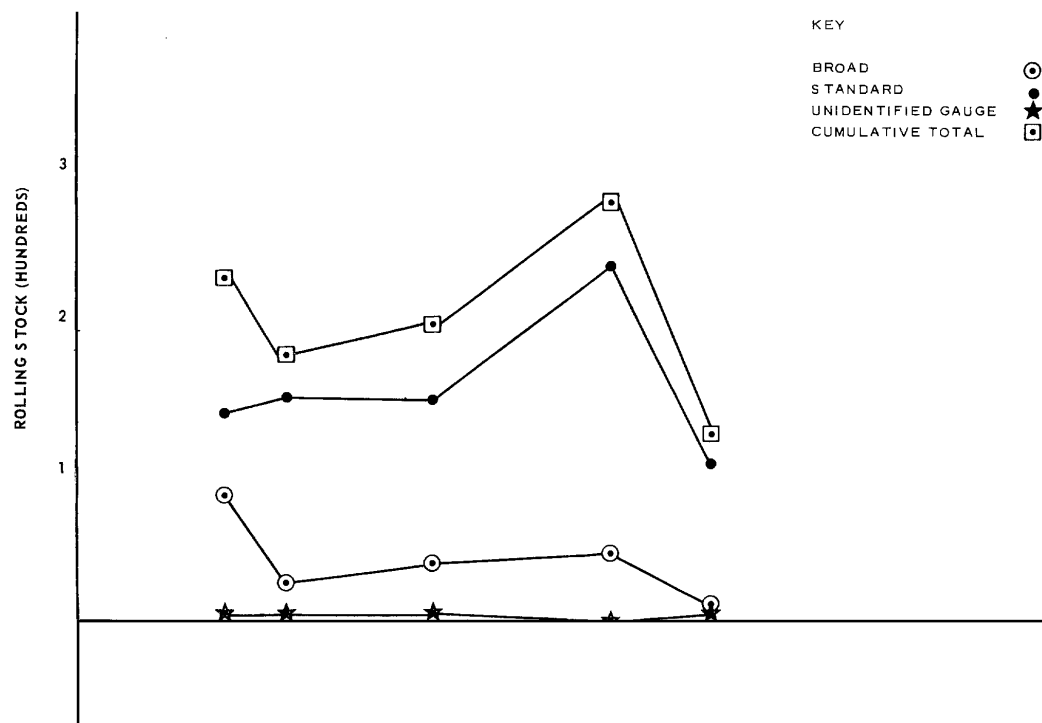


FIGURE 17. RAILROAD TRANSLOADING ACTIVITY

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 13

SUBJECT : Disruptions Caused by the Cultural Revolution

LOCATION : Ha-mi, Sinkiang Uighur Autonomous Region, 42-50N 93-31E

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MAP REFERENCE : CIA Base Map 51516, Scale 1:10,000,000, March 1966,
Unclassified

Evidence of activity probably associated with the Cultural Revolution is apparent in Ha-mi, an important rail center on the Lan-chou/Urumchi Rail Line in northeast Sinkiang Province.

A large crowd, numerous billboards, and some weapons positions are evident along the streets of the city. There are also possible rooftop weapon positions, as well as extensive trench networks around a number of large administrative-type buildings.

Extensive defensive preparations are also evident in a rail-served construction base camp adjacent to the Ha-mi rail yard. A series of three rail sidings leading to a pre-formed concrete products plant have been cut by trenches. Four additional rail sidings leading to an adjacent storage area have also been cut by trenches dug across the roadbed. In addition to this activity, the Ha-mi rail yard is heavily congested with rolling stock.

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 14

SUBJECT : Expansion of Rail Facilities

LOCATION : Near Hsi-ning, Tsinghai Province, 36-34N 101-51E

MAP REFERENCE : ACIC - Series ONC, Sheet G-8, Scale 1:1,000,000
1st Edition, March 1967, Unclassified

The rail facilities north and west of Hsi-ning, an industrial center located in eastern Tsinghai Province along the Ho-kou/Hai-yen Rail Line, show evidence of expansion.

At Mao-shan (36-56N 101-40E), the terminus of a rail spur extending north from Hsi-ning, new facilities include a turning wye at the terminus of the spur, a rail yard, and two branch spurs (one of which is still under construction) leading to local industries.

West of Hsi-ning, a new rail spur has been constructed from the Ho-kou/Hai-yen Rail Line northwestward a short distance to an area of unidentified construction activity at 36-40N 101-40E.

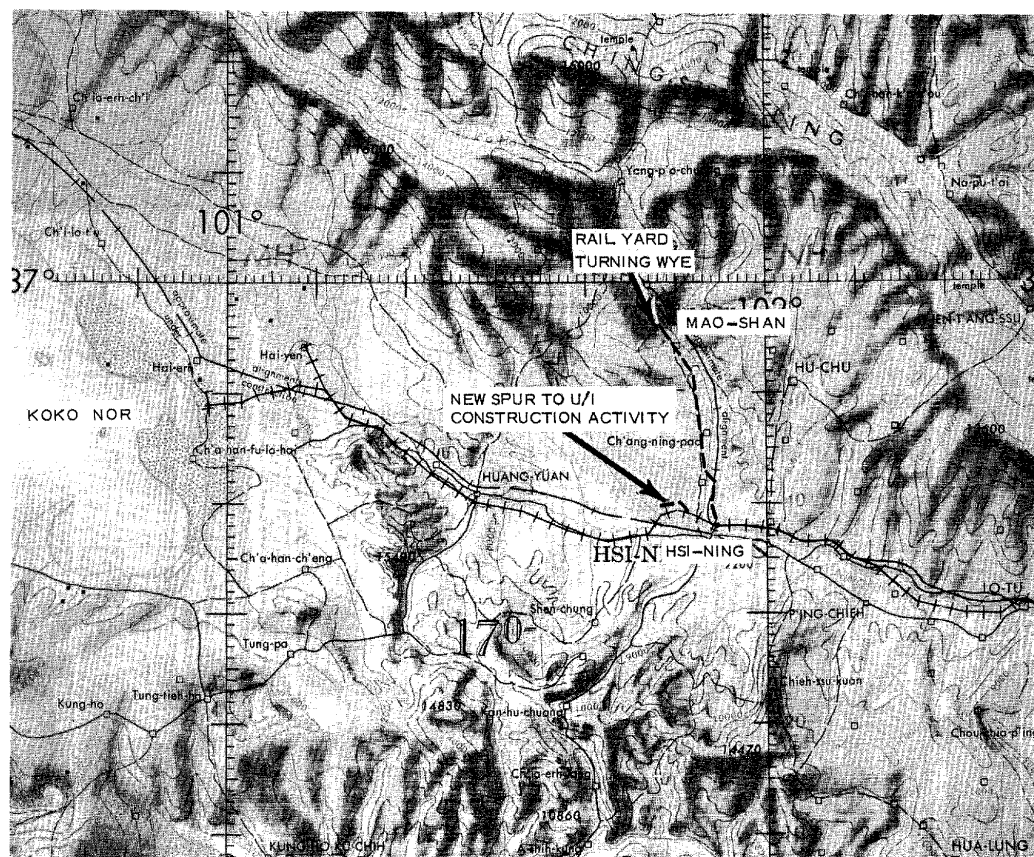


FIGURE 19. EXPANSION OF RAIL FACILITIES

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 15

SUBJECT : Extension of an Existing Rail Spur

LOCATION : Near Lan-chou, Kansu Province, 36-27N 102-53E

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MAP REFERENCE : ACIC - Series ONC, Sheet G-9, Scale 1:1,000,000
2nd Edition, November 1960, Unclassified

A branch rail spur extending from the Ho-kou/Hai-yen Rail Line at 36-21N 102-50E is being extended farther. The rail spur, which formerly ended in a rail yard at 36-27N 102-53E, is being extended up the Ta-tung Ho (River) valley to the present limit of construction at 36-39N 102-45E. The extension of this rail spur is in the early stage of construction and was not evident on

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No associated industrial or military development is noted at this time.

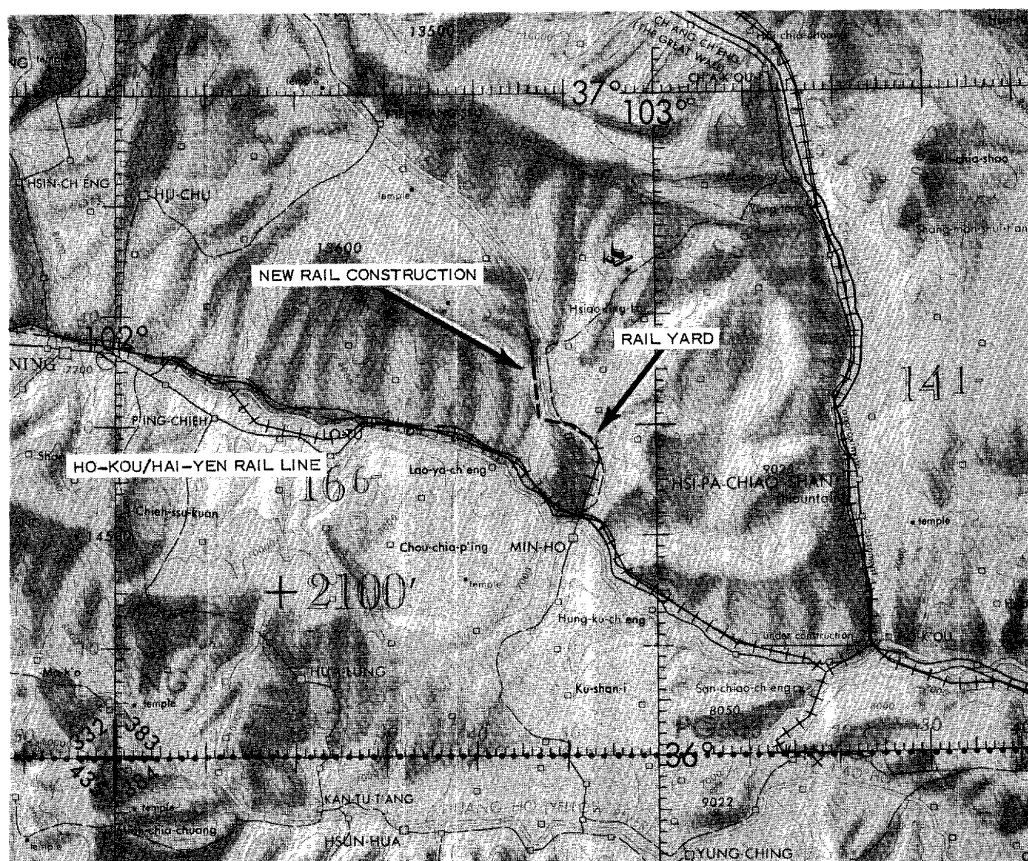


FIGURE 20. EXTENSION OF AN EXISTING RAIL SPUR

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 17

SUBJECT : Rail Spur Extension

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LOCATION : Near Shih-heng, Shantung Province, 36-13N 116-31E

MAP REFERENCE : ACIC - Series ONC, Sheet G-10, Scale 1:1,000,000
4th Edition, December 1966, Unclassified

An unnamed branch rail line which runs west from the Pu-kou/Tientsin Rail Line is being extended approximately 4 nm to a possible mine located approximately 0.8 nm northeast of Shih-heng (36-12N 116-30E). A smaller possible mine is located about mid-way on the rail extension.

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The rail extension began [redacted] the roadbed appeared to be nearly complete. The piers for the only large bridge on the new rail alignment were under construction [redacted] and appeared nearly complete [redacted]

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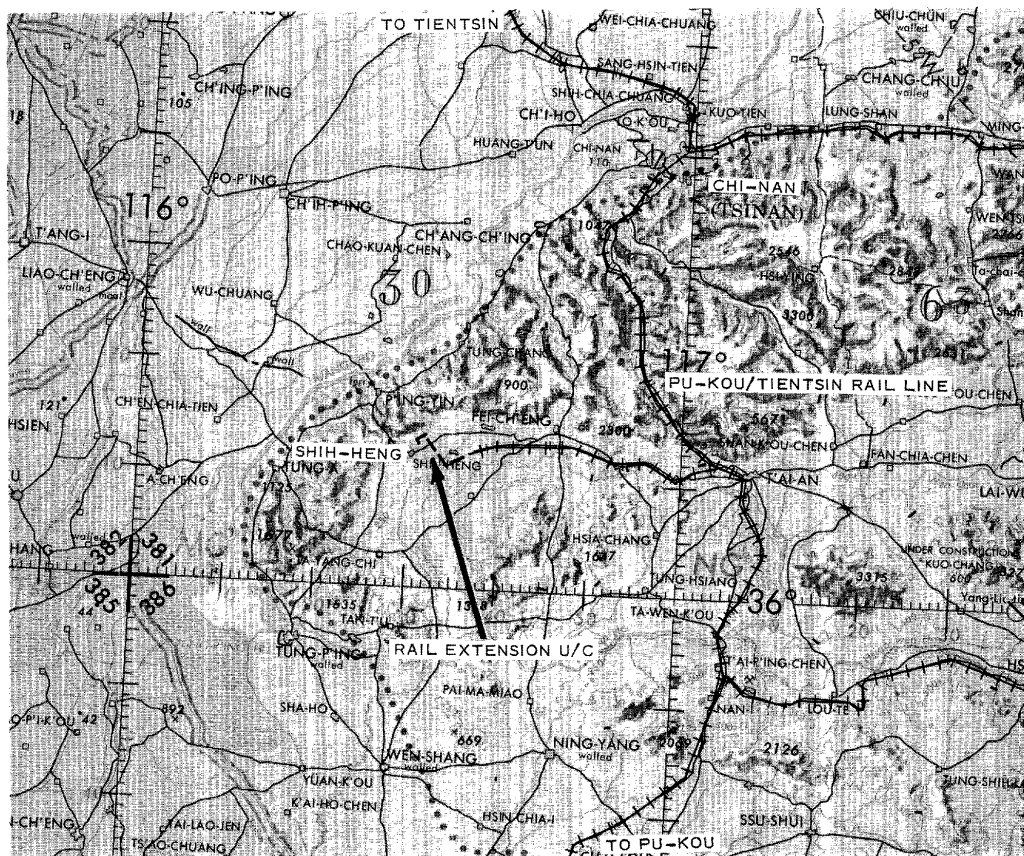


FIGURE 22. RAIL SPUR EXTENSION

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 18

SUBJECT : New Rail Spur Under Construction

LOCATION : Near Tsao-chuang, Shantung Province, 34-52N 117-28E

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MAP REFERENCE : ACIC - Series ONC, Sheet G-10, Scale 1:1,000,000
4th Edition, December 1966, Unclassified

A short mining rail spur is under construction off the Lin-cheng/Tsao-chuang Rail Line which extends eastward from the Pu-kou/Tientsin Rail Line.

The spur runs from its junction with the Lin-cheng/Tsao-chuang Rail Line at 34-51N 117-28E, adjacent to a probable coal mine, to a smaller probable coal mine at 34-53N 117-28E. Construction of the spur began

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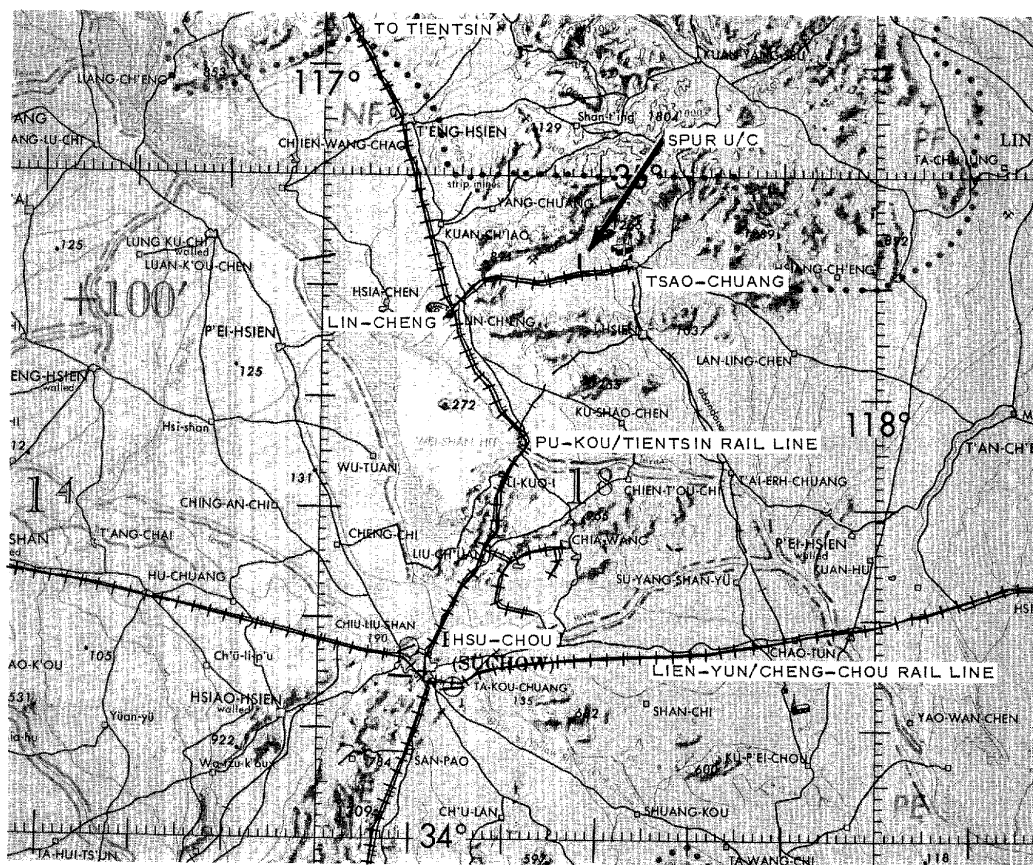


FIGURE 23. NEW RAIL SPUR UNDER CONSTRUCTION

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IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 19

SUBJECT : New Rail Spur

LOCATION : Near Ying-tan, Kiangsi Province, 28-06N 117-00E

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-12, Scale 1:1,000,000
4th Edition, August 1966, Unclassified

A short rail spur serving a storage and support area has been constructed approximately 7.5 nm south of Ying-tan (28-13N 117-00E) off the Ying-tan/Amy Rail Line at 28-05N 117-01E. Construction of the rail spur was first noted on [REDACTED] photography. During the time the rail spur was under construction, the existing road-served storage and support areas were expanded.

25X1

25X1

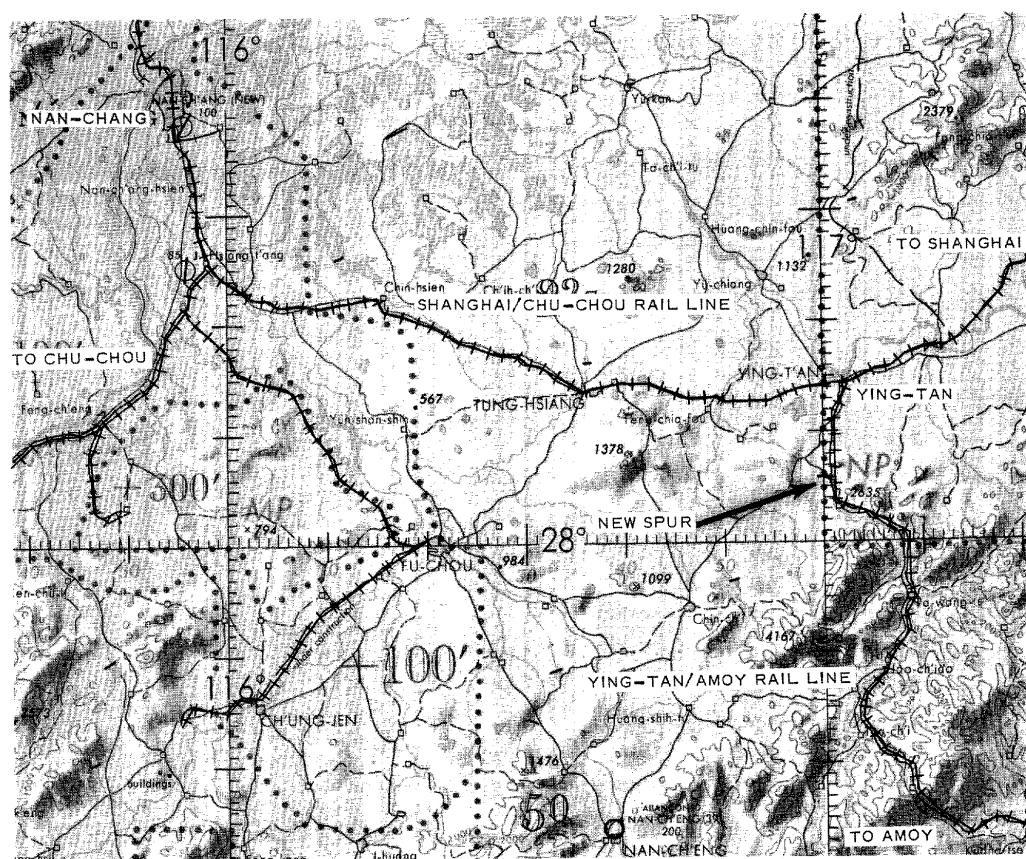


FIGURE 24. NEW RAIL SPUR, [REDACTED]

25

25X1

25X1

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TOP SECRET

TOP SECRET

IMAGERY ANALYSIS SERVICE

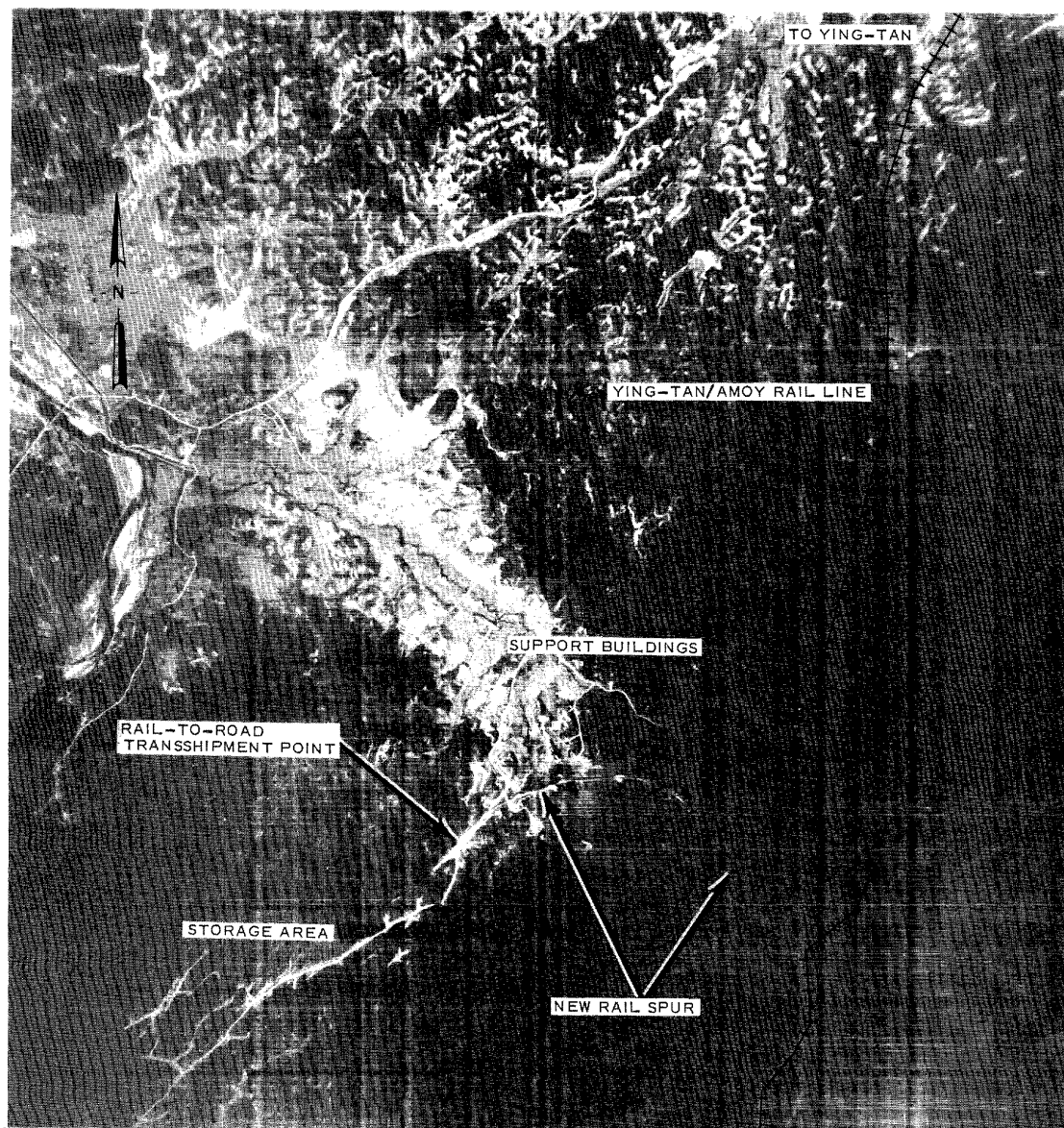


FIGURE 25. NEW RAIL SPUR

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TOP SECRET

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Approved For Release 2002/05/12 : CIA-RDP79T00919A000400110001-6

IMAGERY ANALYSIS SERVICE

25X1

ITEM OF INTEREST NO.: 20

SUBJECT : New Rail Yard and Spurs

LOCATION : Shao-kuan, Kwangtung Province, 24-48N 113-35E

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-12, Scale 1:1,000,000
4th Edition, August 1966, Unclassified

Rail related construction activity continues in the Shao-kuan area. A rail spur is under construction from its junction with the Hankow/Canton Rail Line on the southern edge of Shao-kuan at 24-46N 113-35E, to an unidentified installation under construction at 24-43N 113-34E. Construction of both the spur and the installation started [REDACTED]

25X1

Other recent construction activity in the Shao-kuan area prior to the reporting period included (1) a new 7-track rail yard with associated facilities which was completed [REDACTED] (2) reactivation and expansion of the nearby Chu-chiang Iron and Steel Plant and associated rail spur reactivation and extension [REDACTED] and (3) the construction of barracks-type complexes built along the previously mentioned rail spur between [REDACTED]

25X1

[REDACTED]

25X1

25X1

25X1

Approved For Release 2008/07/12 : CIA-RDP79T00919A000400110001-6

IMAGERY ANALYSIS SERVICE

25X1

ITEM OF INTEREST NO.: 21

SUBJECT : New Rail Yard Under Construction

LOCATION : Ying-tan, Kiangsi Province, 28-13N 117-00E

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-12, Scale 1:1,000,000
4th Edition, August 1966, Unclassified

A new rail yard is under construction at Ying-tan on the east edge of the Ying-tan Railroad Classification Yard East at 28-13N 117-00E. Ying-tan is at the junction of the Shanghai/Chu-chou Rail Line and the Ying-tan/Amoy Rail Line.

25X1

Construction of the new rail yard, which measures approximately 4,200 by 150 feet, the roadbed appeared nearly complete. A construction camp is located adjacent to the rail yard site.

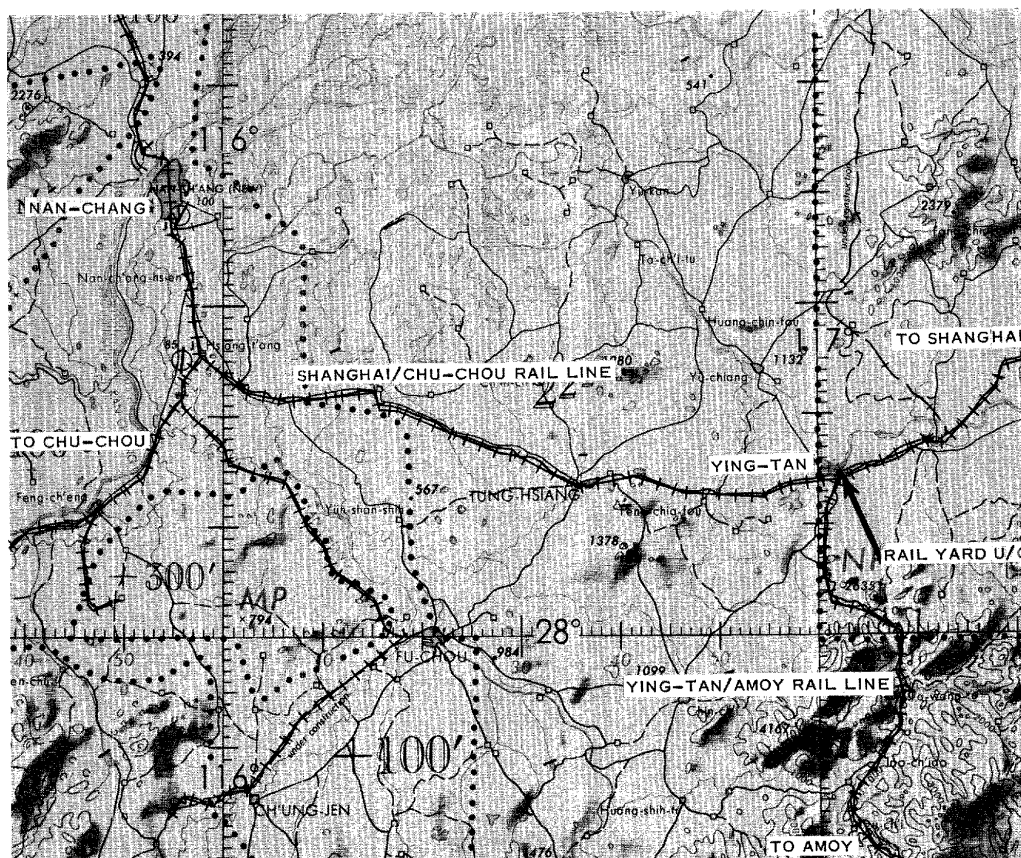


FIGURE 28. NEW RAIL YARD UNDER CONSTRUCTION

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25X1

25X1

25X1

Approved For Release 2002/07/12 : CIA-RDP79T00919A000400110001-6

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25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 22

SUBJECT : New Rail Spur and Bridge Under Construction

LOCATION : Near Lei-yang, Hunan Province, 26-22N 112-53E

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-11, Scale 1:1,000,000
1st Edition, April 1966, Unclassified

A possible mining rail spur and an associated bridge are under construction off a branch rail line of the Hankow/Canton Rail Line approximately 33 nm south-southeast of Heng Yang (26-53N 112-37E) at 26-21N 112-53E.

25X1

the roadbed was in various stages of construction and four of the approximately eight bridge piers were completed. A possible mine is located at the end of the spur alignment.

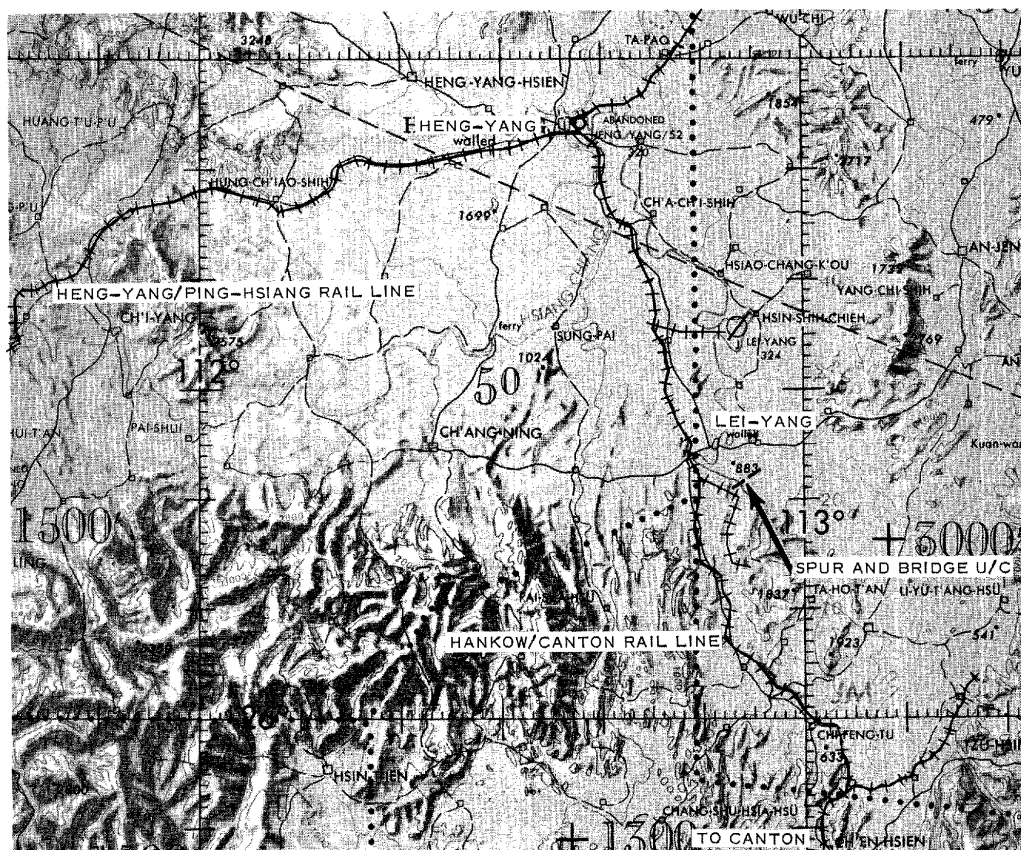


FIGURE 29. NEW RAIL SPUR AND BRIDGE UNDER CONSTRUCTION

30

25X1

25X1

Approved For Release 2002/07/12 : CIA-RDP79T00919A000400110001-6

TOP SECRET

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 23

SUBJECT : New Rail Spur and Regional Petroleum Storage Site Under Construction

LOCATION : Near Lan-tien, Hunan Province, 27-32N 111-32E

MAP REFERENCE : ACIC - Series ONC, Sheet H-11, Scale 1:1,000,000
1st Edition, May 1966, Unclassified

A new regional petroleum storage site is under construction in Hunan Province at 27-32N 111-32E, 12 nm southwest of Lan-tien (27-41N 111-40E) and 17 nm north of Shao-yang (27-14N 111-28E). The storage site is located at the terminus of a new rail spur that extends 5 nm south from the Tien-hsin/Chin-chu-shan Rail Line (Figure 30).

The storage site, which contains 12 small and 27 large semiburied tanks, advanced to the mid-stage of construction [REDACTED]. Although this site has two separate areas, it is similar to the previously identified 39 regional petroleum storage sites that contain a single area of semiburied tanks approximately [REDACTED] feet in height. The new storage site is located 90 nm west-southwest of Chu-chou (27-50N 113-09E) and 65 nm west-northwest of Heng-yang (26-53N 112-37E), where two previously identified storage sites are located.

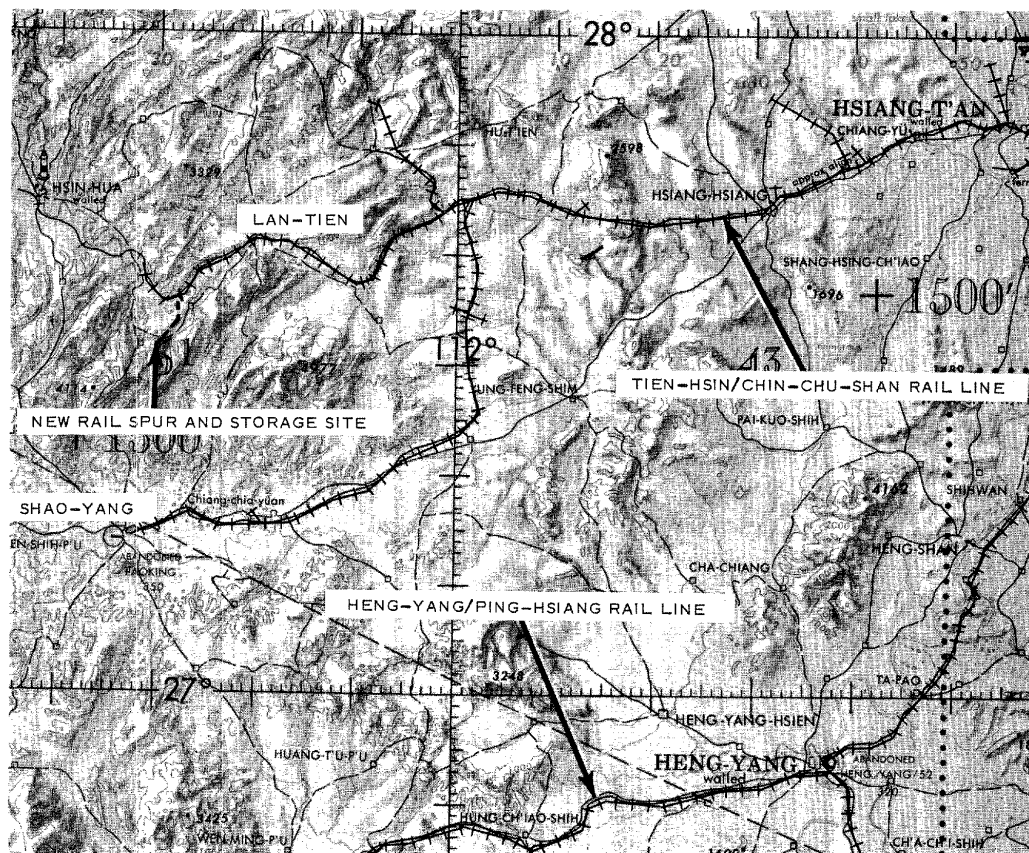


FIGURE 30. NEW RAIL SPUR AND REGIONAL PETROLEUM STORAGE SITE
UNDER CONSTRUCTION

25X1

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25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 24

SUBJECT : Bridge Under Construction Over the Yangtze River

LOCATION : Chih-chiang, Hupeh Province, 30-16N 111-31E

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-11, Scale 1:1,000,000
1st Edition, May 1966, Unclassified

25X1

DOCUMENT : CIA - [REDACTED] Developments Relating to the Chinese
Railroad System [REDACTED]

25X1

25X1

The bridge under construction over the Yangtze River (Chang-chiang) at Chih-chiang near I-tu has progressed at a very slow rate [REDACTED]. The bridge, located along the proposed alignment of a rail line connecting Lo-yang (34-41N 112-28E) and Lou-ti (27-45N 111-59E), was in the preliminary stage of construction when observed [REDACTED].

25X1

25X1

25X1

25X1

The construction activity observed [REDACTED] was the first sign of active construction along the proposed alignment since construction was suspended on the rail line [REDACTED]. The activity [REDACTED] consisted of the preliminary construction of six center piers. The activity [REDACTED] consists of the construction of eight center piers and piers for the northern bridge approach.

25X1

25X1

No additional construction was observed along the proposed alignment of the rail line. The only other rail activity observed in the area is the narrow gauge rail line leading approximately 10 nm south from the bridge site to an area of mining activity.

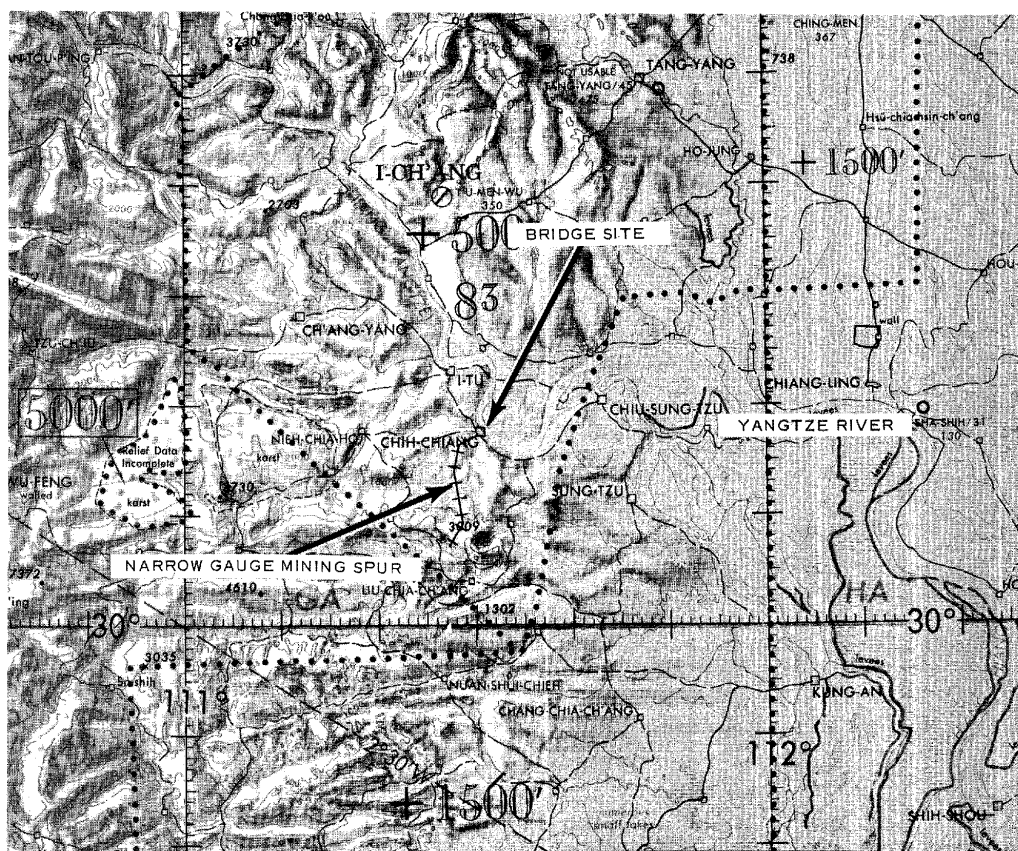


FIGURE 31. BRIDGE UNDER CONSTRUCTION [REDACTED]

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TOP SECRET

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Approved For Release 2002/07/12 : CIA-RDP79T00919A000400110001-6

25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 25

SUBJECT : Cheng-tu/Kun-ming Rail Line Under Construction

LOCATION : Szechwan and Yunnan Province

25X1

MAP REFERENCE : CIA - Base Map 39712 6-64, South China, Unclassified

25X1

DOCUMENT : CIA - [] Developments Relating to the Chinese
Railroad System []

25X1

25X1

Analysis of [] photography [] reveals continuing construction activity on the northern segment of the standard gauge Cheng-tu/Kun-ming Rail Line (Figure 32). Reports that construction had been halted [] could not be confirmed as there was no photographic coverage during that period.

25X1

25X1

25X1

The operational limit of the northern segment has been extended approximately 5 nm to 28-58N 102-44E, a total distance of approximately 82 nm. Roadbed grading, [] and bridge construction can be traced almost continuously for approximately 187 nm southward from this railhead to 26-37N 101-49E, approximately 94 nm farther than previously reported.

25X1

Intermittent areas of construction were observed leading farther southward toward the previously confirmed operational limit of the southern segment at Iping-lang (25-06N 101-53E); however, there is no new photographic coverage of this area.

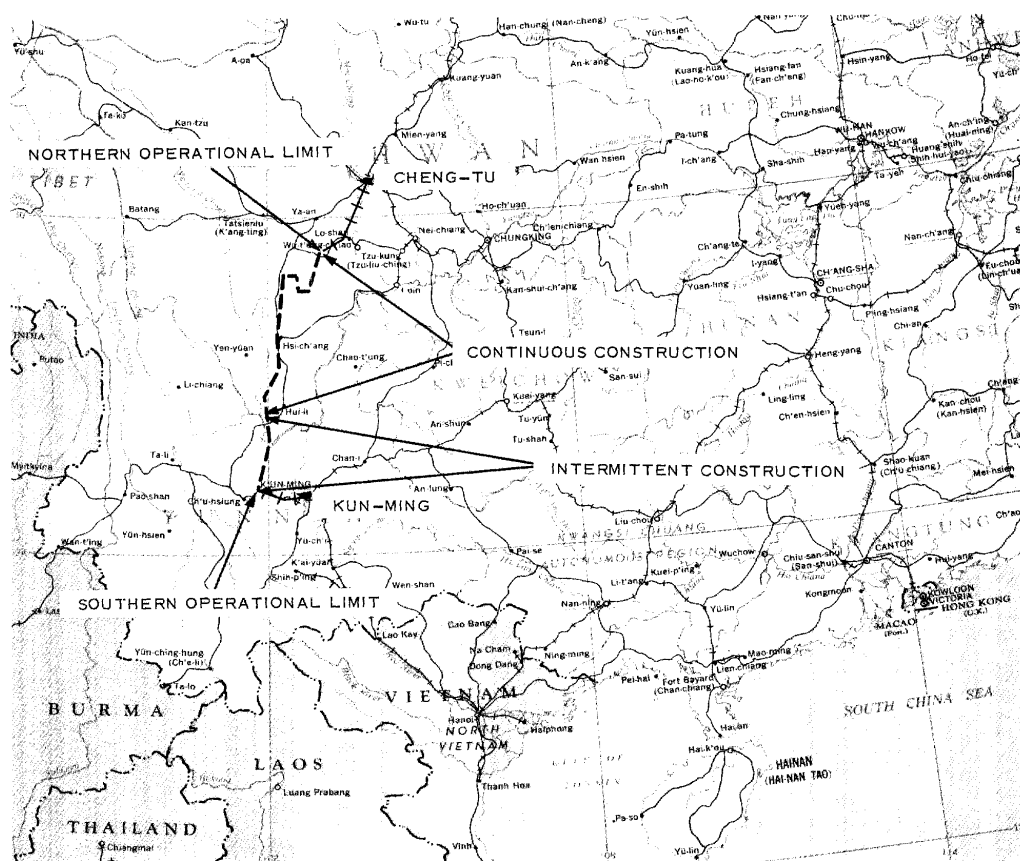


FIGURE 32. CHENG-TU/KUN-MING RAIL LINE UNDER CONSTRUCTION []

25X1

25X1

Approved For Release 2002/07/12 : CIA-RDP79T00919A000400110001-6

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 26

SUBJECT : New Rail Line Under Construction

LOCATION : Near Chan-i, Yunnan Province, 25-41N 103-54E

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-II, Scale 1:1,000,000
1st Edition, May 1966, Unclassified

New rail line construction activity is observed leading east from the Kuei-yang/Kun-ming Rail Line in Yunnan Province. The construction activity extends approximately 45 nm from Chan-i (25-36N 103-49E) to 25-45N 104-27E, where it terminates 8 nm west of Pan-hsien (25-47N 104-29E) in an area of unidentified construction having extensive ground scars (Figure 33).

Comparative analysis of photography [] reveals that approximately 5 nm of the new line have been completed east from Chan-i.

25X1

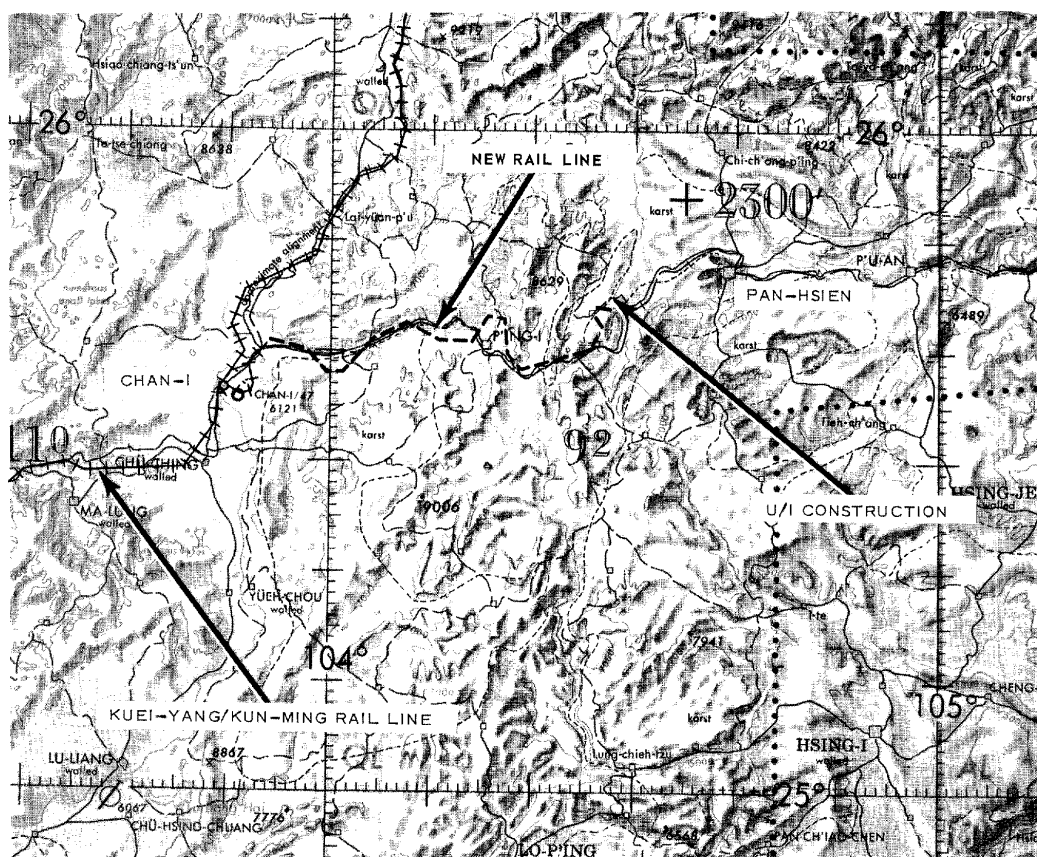


FIGURE 33. NEW RAIL LINE UNDER CONSTRUCTION []

25X1

25X1

IMAGERY ANALYSIS SERVICE

RAIL YARD TRAFFIC STUDY

A continuing traffic count study of the selected rail yards from Cheng-chou to Ping-hsiang revealed new counts for only those yards at Wu-han, Liu-chou, and Ping-hsiang. Generally, the percent of capacity levels for this reporting period [redacted] are either the same or higher than those of the preceding reporting period [redacted]. However, the total rail equipment counted at Ping-hsiang has dropped steadily from an all-time high [redacted] to a more normal level [redacted].

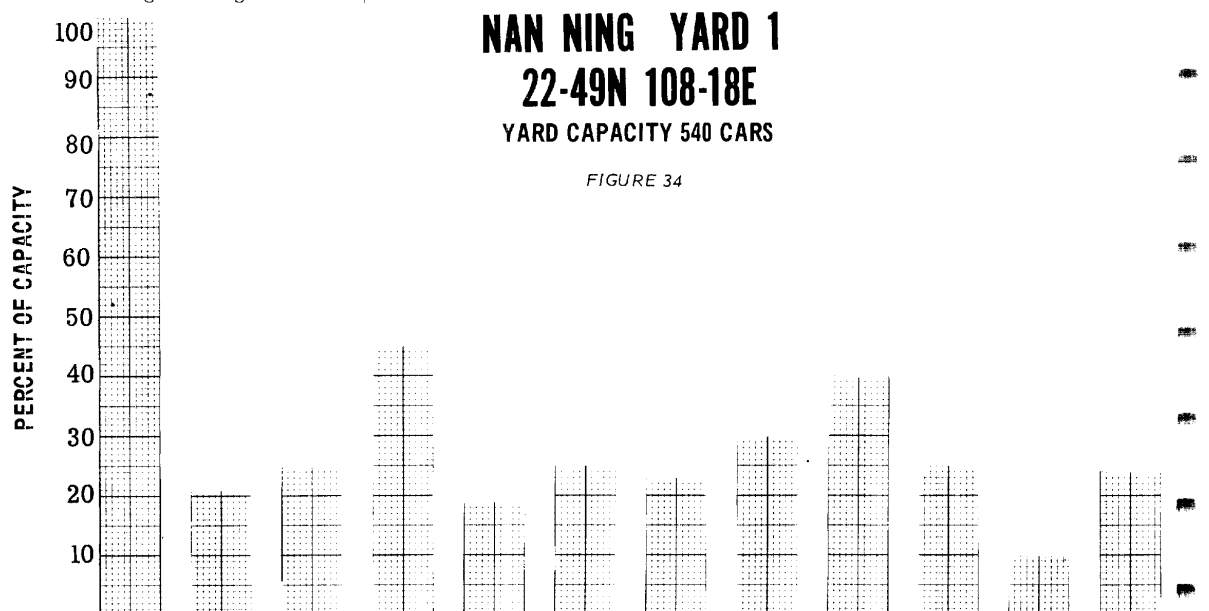
25X1
25X1

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25X1

Traffic count data on the selected rail yards are presented in graphs showing freight cars observed in the yard as a percent of capacity. The graphs include data derived from previous studies which serve as a comparison to indicate the general level of activity. The data for the Ping-hsiang Rail Complex indicate the total rail equipment counted instead of the freight cars observed in the yard as a percent of capacity.

City	Yard	Type	Capacity	Coordinates	Page
Nan-ning	1	Classification	540	22-49N 108-18E	35
Cheng-chou	1	Freight	980	34-45N 113-39E	36
Cheng-chou	2	Classification	1275	34-46N 113-37E	36
Cheng-chou	3	Classification	2665	34-47N 113-37E	37
Cheng-chou	4	Departure	1090	34-47N 113-37E	37
Cheng-chou	5	Freight	375	34-47N 113-37E	38
Cheng-chou	6	Holding	675	34-46N 113-37E	38
Wu-han	1	Freight	430	30-33N 114-14E	39
Wu-han	3	Freight	1600	30-38N 114-17E	39
Wu-han	4	Classification	800	30-37N 114-18E	40
Wu-han	5	Classification	300	30-31N 114-19E	40
Chu-chou	1	Classification	480	27-52N 113-07E	41
Chu-chou	2	Freight	720	27-50N 113-09E	41
Chang-sha	1	Classification	780	28-13N 112-58E	42
Heng-yang	1	Classification	1120	26-54N 112-37E	42
Heng-yang	2	Classification	970	26-54N 112-37E	43
Heng-yang	3	Freight	160	26-53N 112-35E	43
Liu-chou	1	Freight	215	24-20N 109-24E	44
Liu-chou	2	Classification	570	24-18N 109-22E	44
Liu-chou	3	Classification	1430	24-16N 109-21E	45
Li-tang	1	Classification	585	23-12N 109-08E	45
Li-tang	2	Classification	290	23-12N 109-08E	46
Kuei-lin	1	Freight	440	25-19N 118-17E	46
Ping-hsiang Rail Complex				22-05N 106-44E	47



25X1

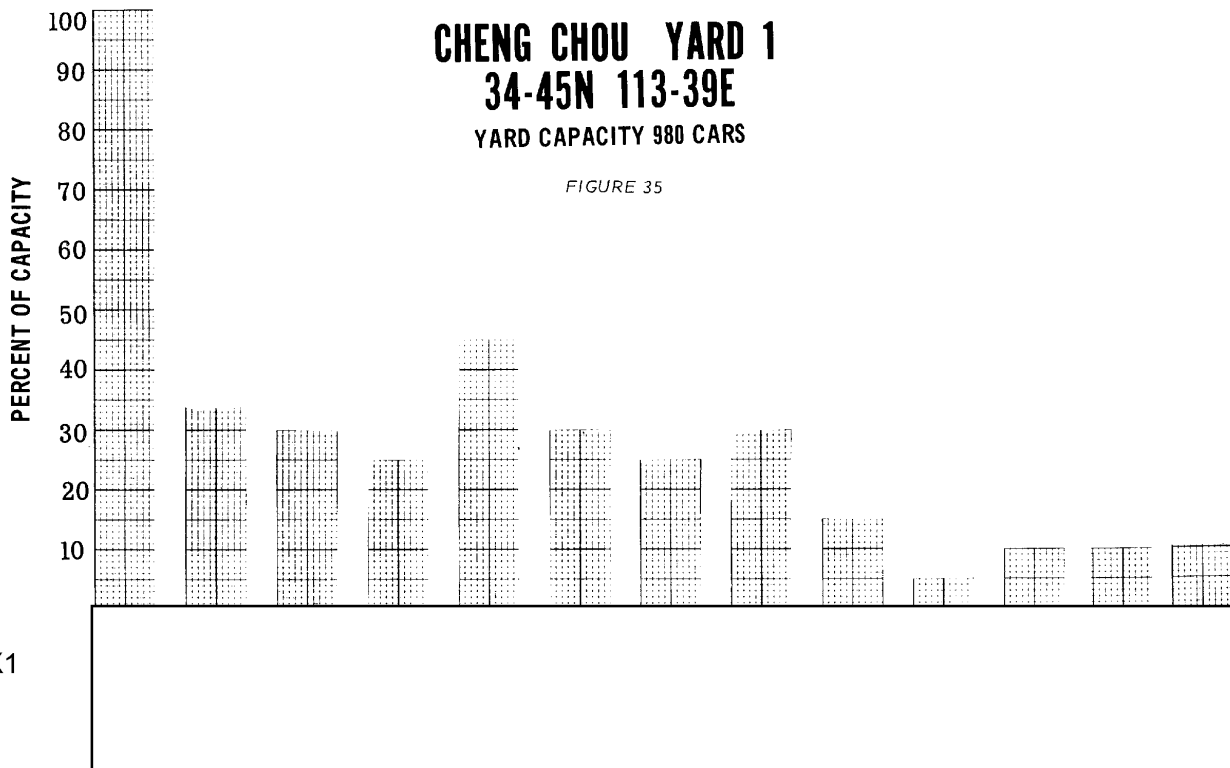
25X1

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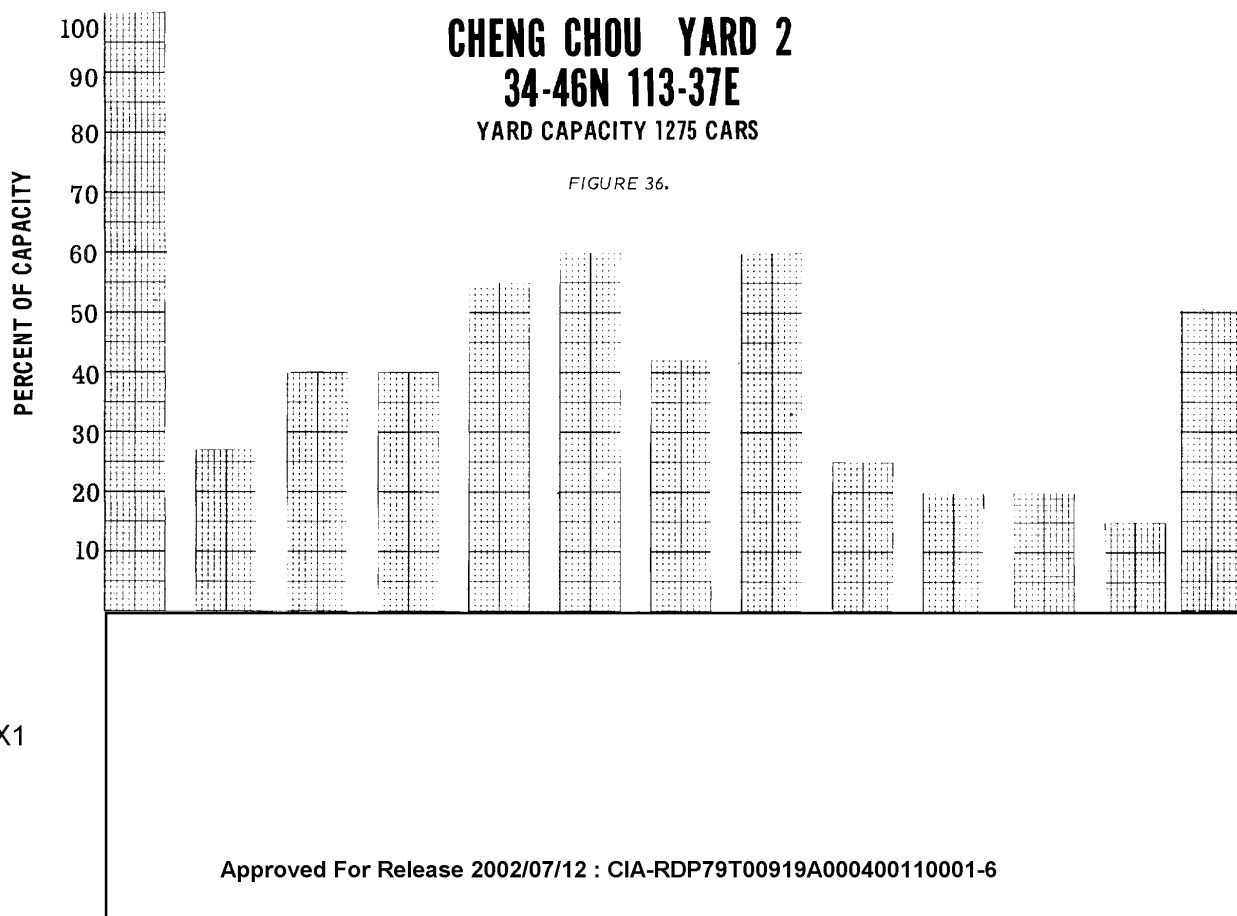
TOP SECRET

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IMAGERY ANALYSIS SERVICE



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IMAGERY ANALYSIS SERVICE

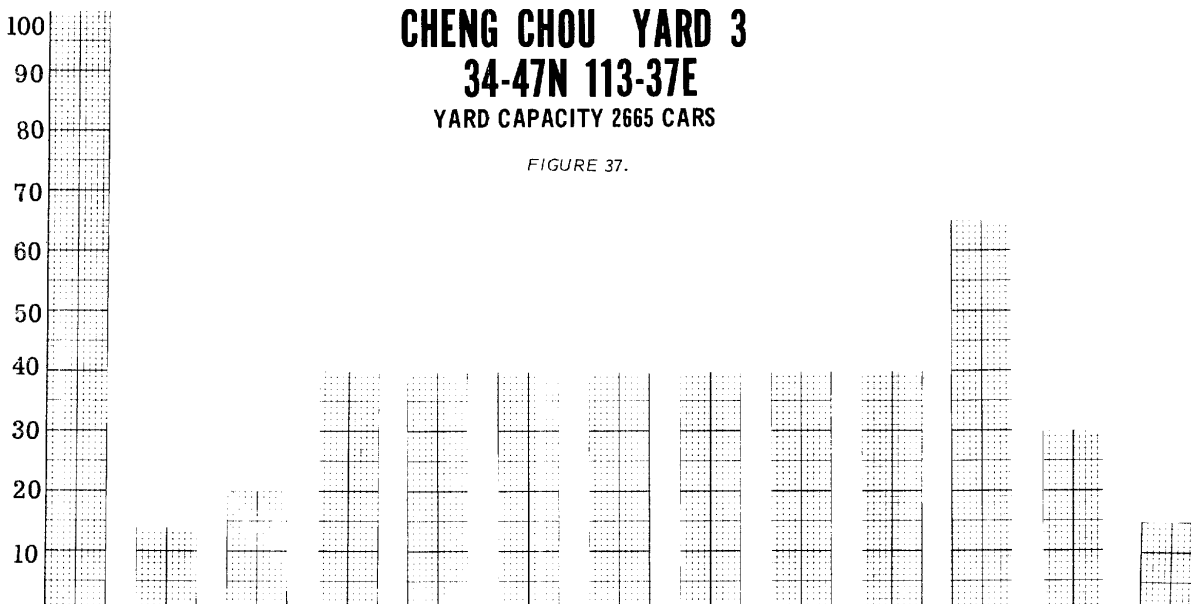
PERCENT OF CAPACITY

CHENG CHOU YARD 3

34-47N 113-37E

YARD CAPACITY 2665 CARS

FIGURE 37.



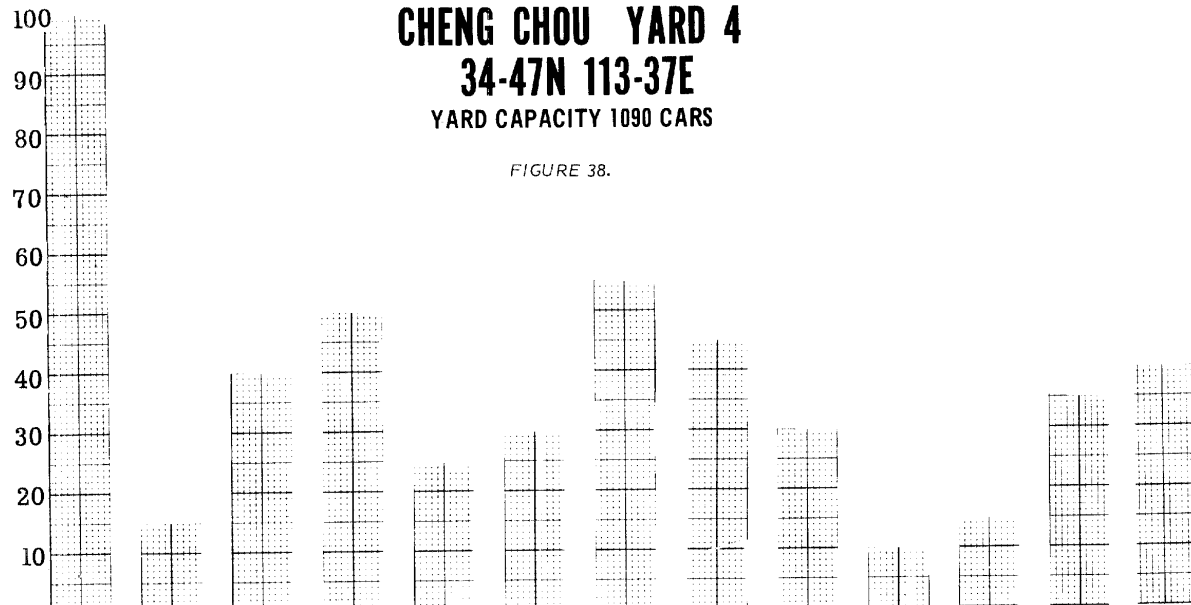
PERCENT OF CAPACITY

CHENG CHOU YARD 4

34-47N 113-37E

YARD CAPACITY 1090 CARS

FIGURE 38.



IMAGERY ANALYSIS SERVICE



FIGURE 39.

25X1



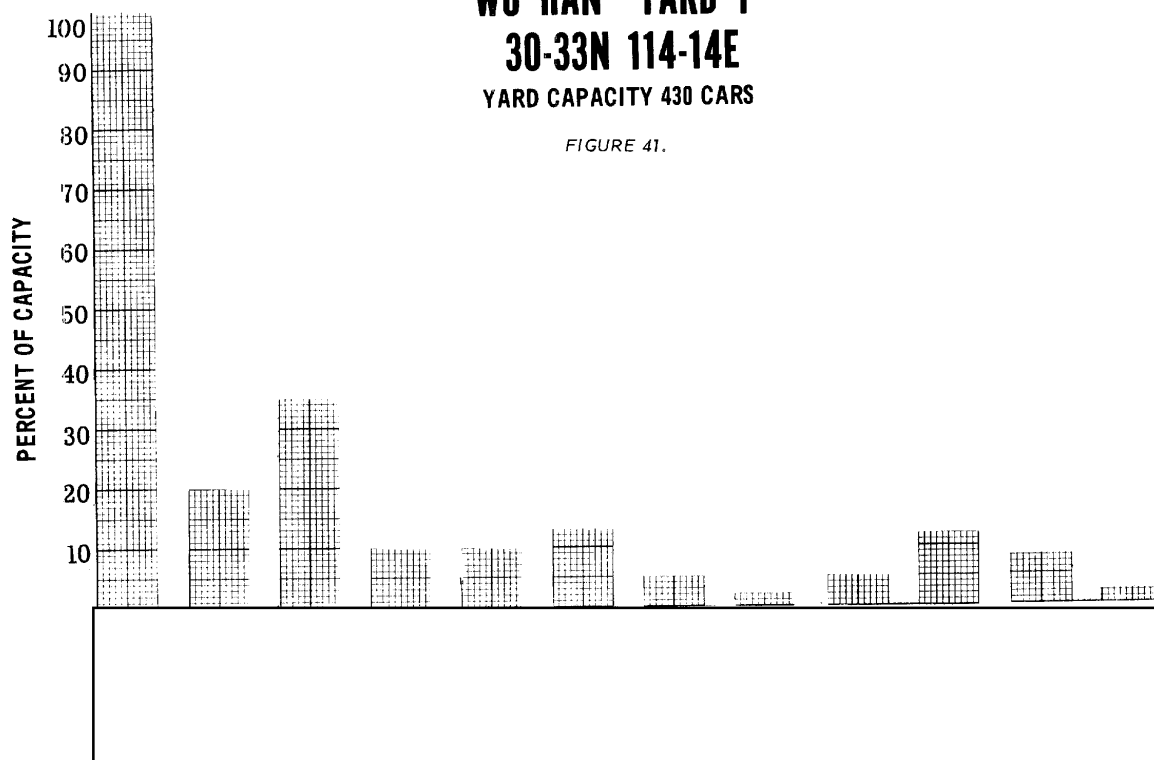
FIGURE 40.

25X1

IMAGERY ANALYSIS SERVICE

WU HAN YARD 1 **30-33N 114-14E** **YARD CAPACITY 430 CARS**

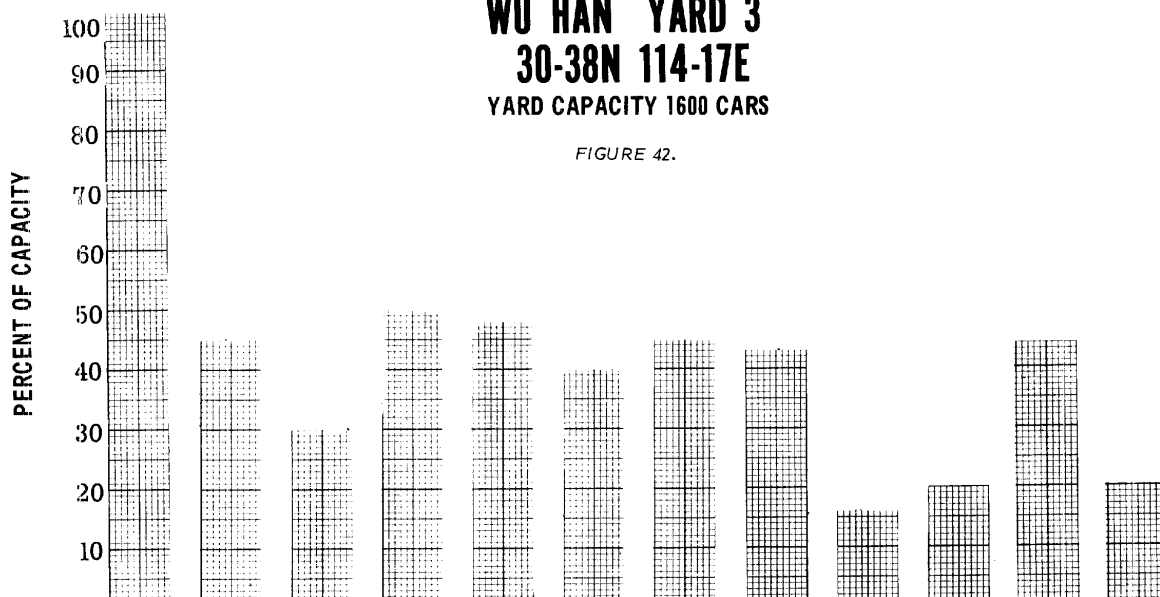
FIGURE 41.



25X1

WU HAN YARD 3 **30-38N 114-17E** **YARD CAPACITY 1600 CARS**

FIGURE 42.



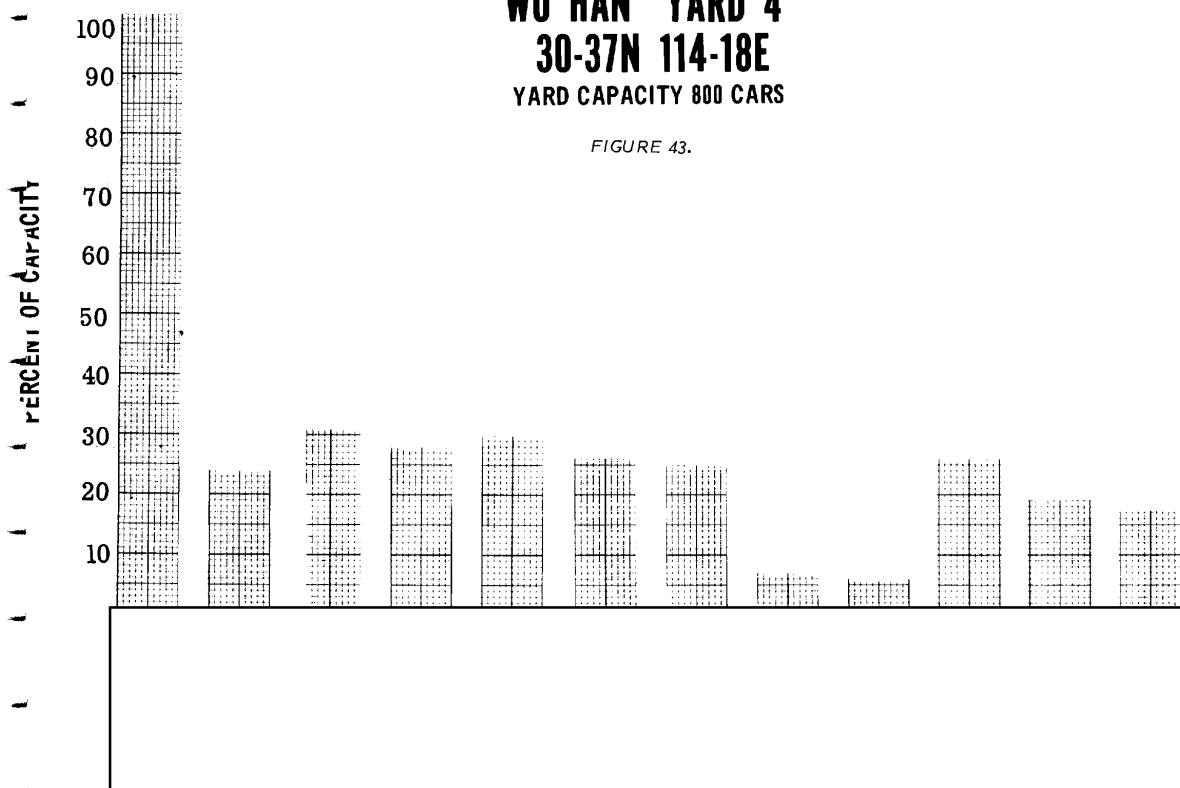
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IMAGERY ANALYSIS SERVICE

WU HAN YARD 4
30-37N 114-18E
YARD CAPACITY 800 CARS

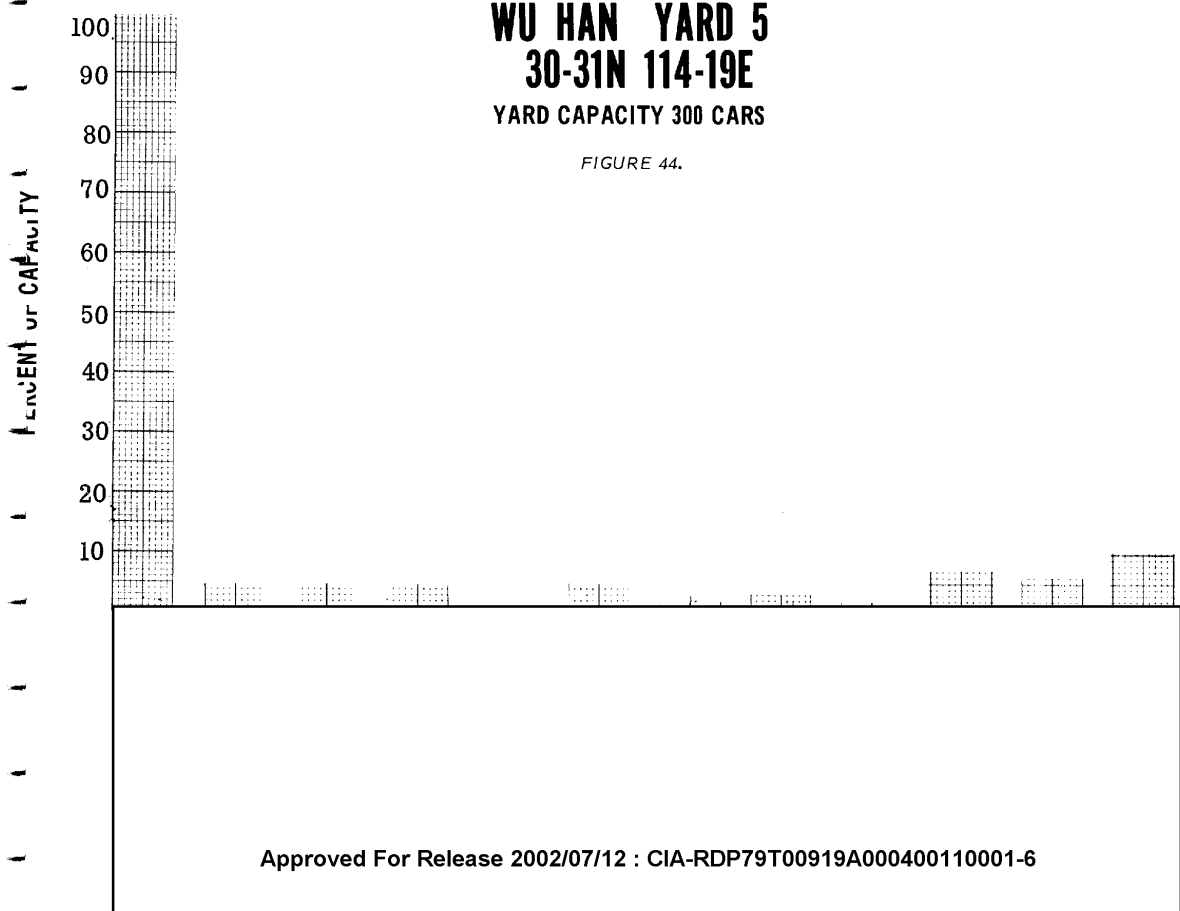
FIGURE 43.



25X1

WU HAN YARD 5
30-31N 114-19E
YARD CAPACITY 300 CARS

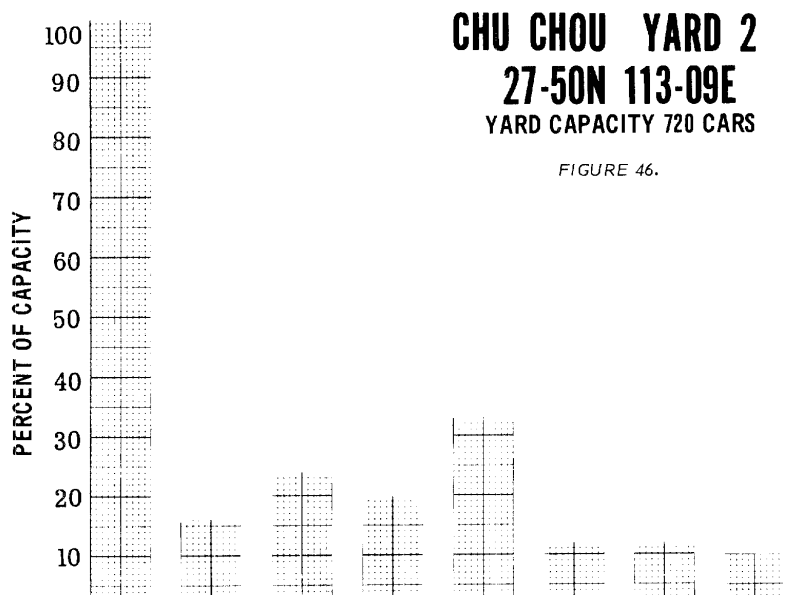
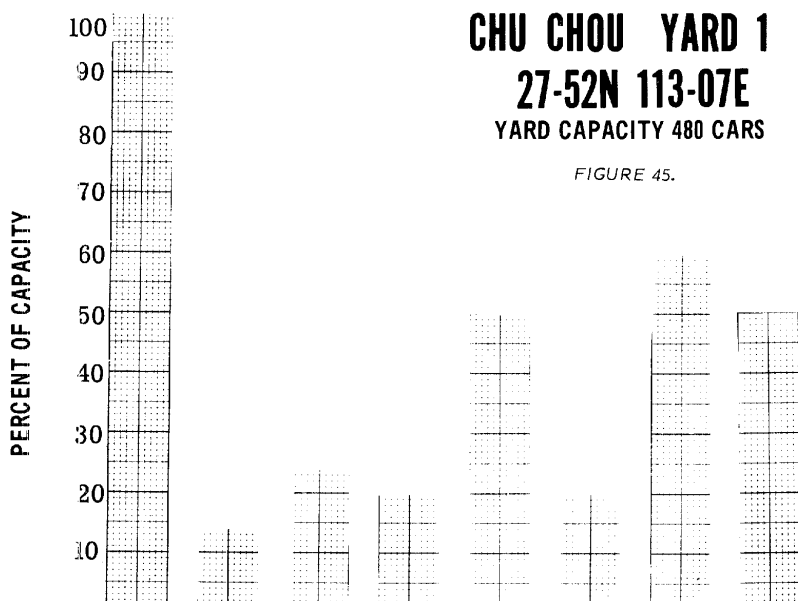
FIGURE 44.



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IMAGERY ANALYSIS SERVICE



IMAGERY ANALYSIS SERVICE

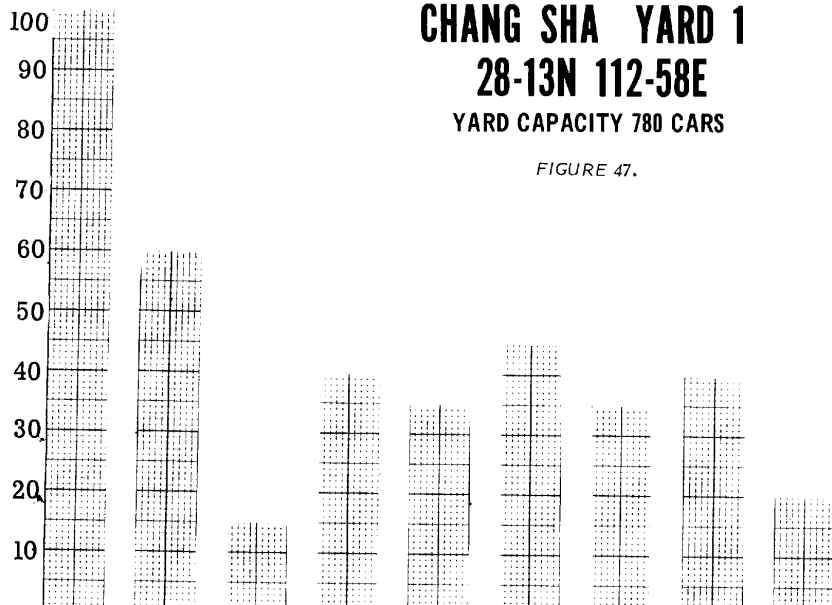
CHANG SHA YARD 1

28-13N 112-58E

YARD CAPACITY 780 CARS

FIGURE 47.

PERCENT OF CAPACITY



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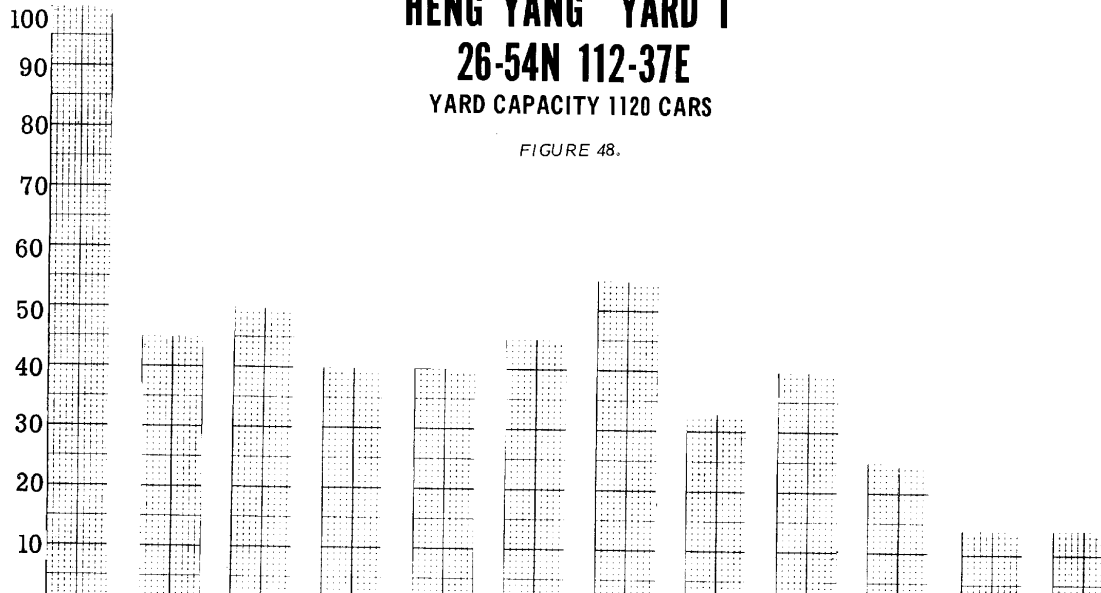
HENG YANG YARD 1

26-54N 112-37E

YARD CAPACITY 1120 CARS

FIGURE 48.

PERCENT OF CAPACITY

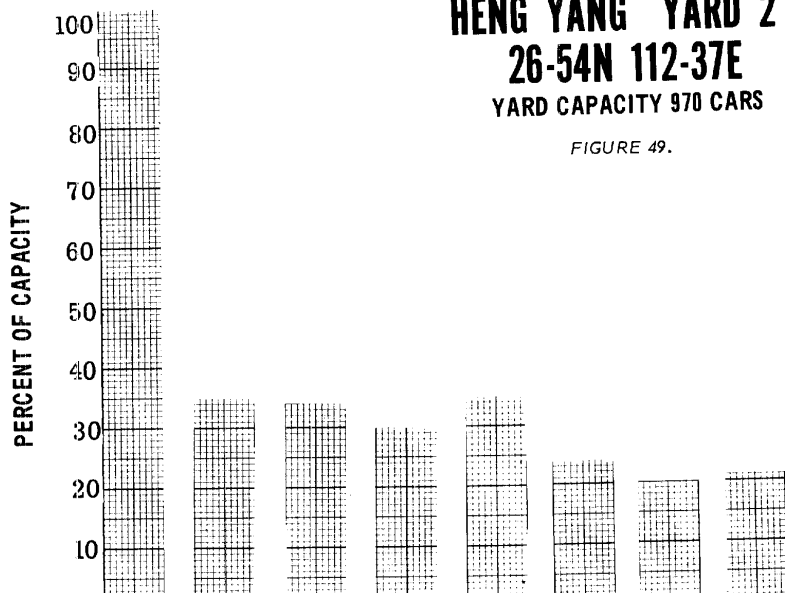


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IMAGERY ANALYSIS SERVICE

HENG YANG YARD 2 **26-54N 112-37E** **YARD CAPACITY 970 CARS**

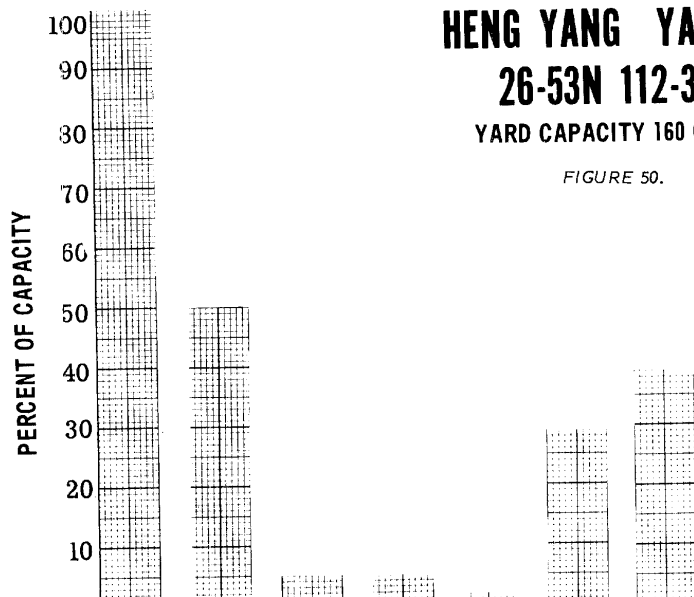
FIGURE 49.



25X1

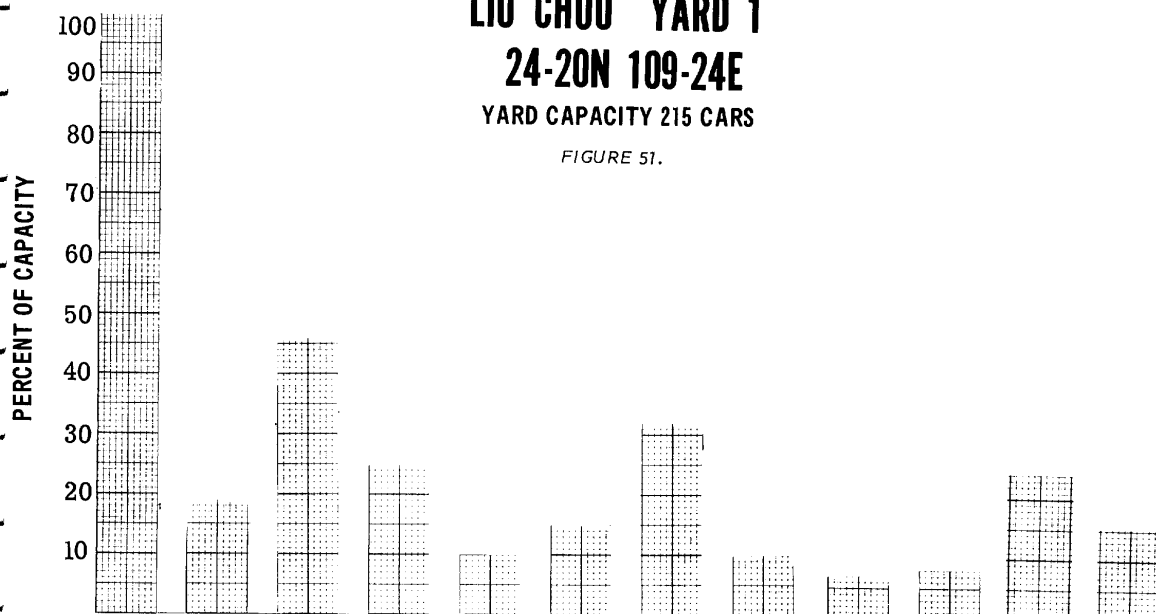
HENG YANG YARD 3 **26-53N 112-35E** **YARD CAPACITY 160 CARS**

FIGURE 50.

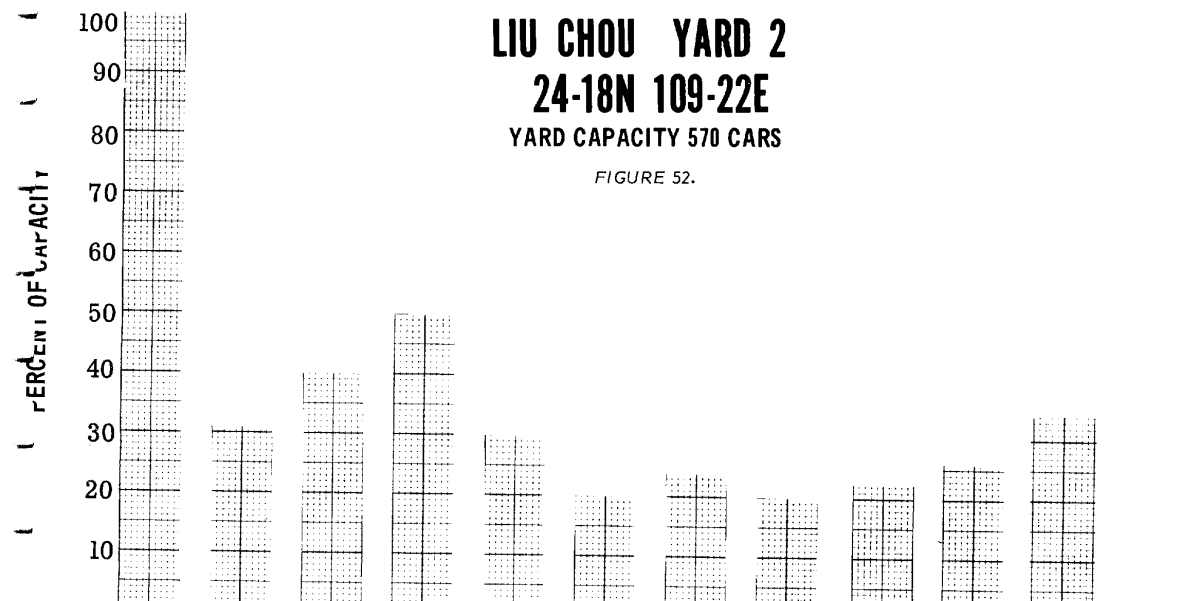


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IMAGERY ANALYSIS SERVICE

LIU CHOU YARD 1**24-20N 109-24E****YARD CAPACITY 215 CARS***FIGURE 51.*

25X1

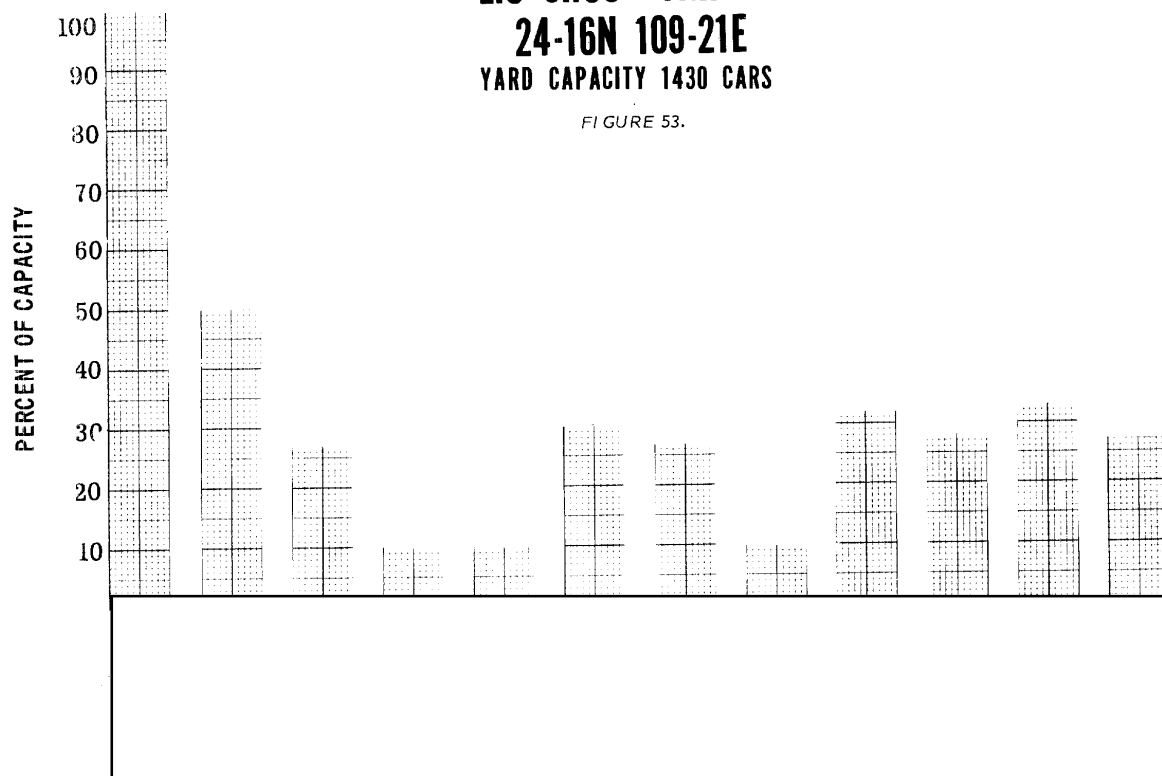
LIU CHOU YARD 2**24-18N 109-22E****YARD CAPACITY 570 CARS***FIGURE 52.*

25X1

IMAGERY ANALYSIS SERVICE

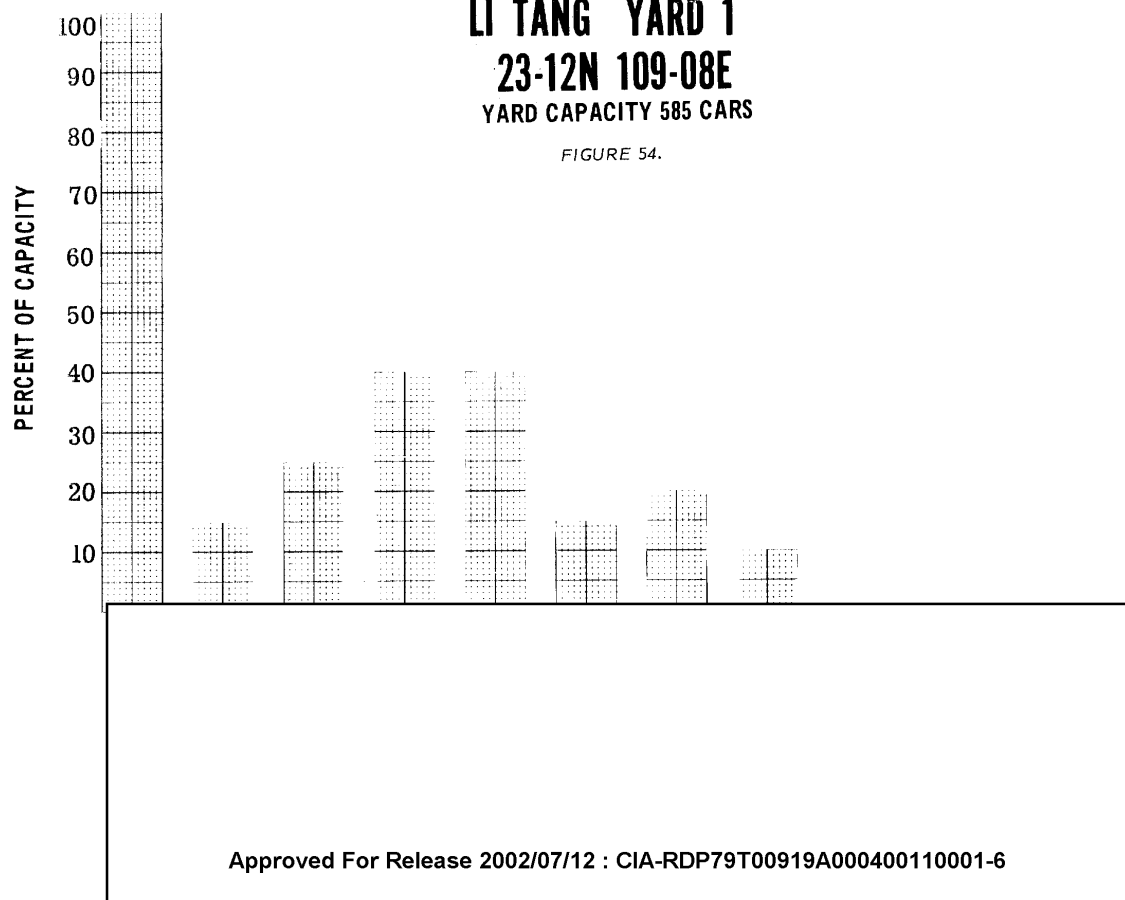
LIU CHOU YARD 3 **24-16N 109-21E** **YARD CAPACITY 1430 CARS**

FIGURE 53.



LI TANG YARD 1 **23-12N 109-08E** **YARD CAPACITY 585 CARS**

FIGURE 54.



IMAGERY ANALYSIS SERVICE

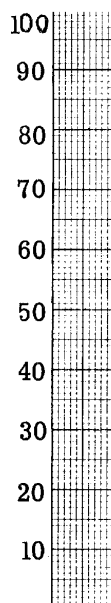
LI TANG YARD 2

23-12N 109-08E

YARD CAPACITY 290 CARS

FIGURE 55.

PERCENT OF CAPACITY



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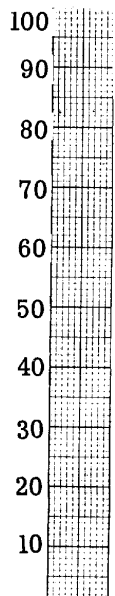
KUEI LIN YARD 1

25-19N 118-17E

YARD CAPACITY 440 CARS

FIGURE 56.

PERCENT OF CAPACITY



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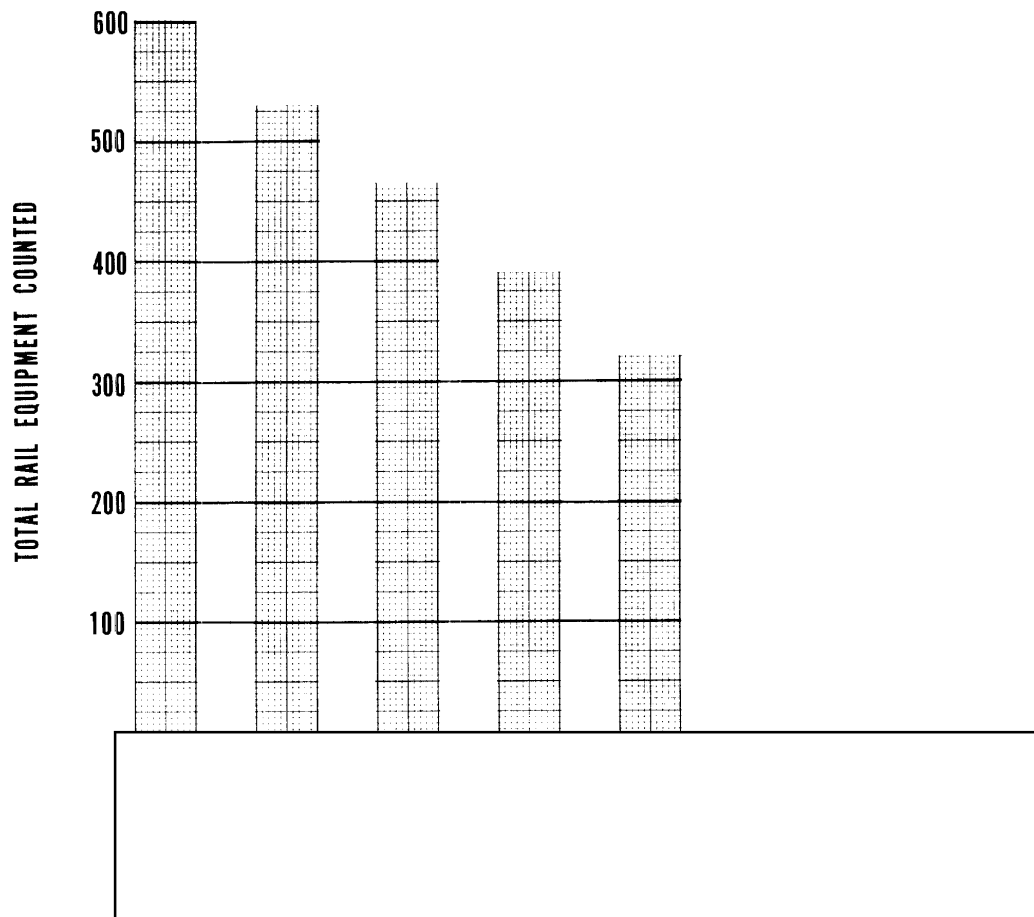
TOP SECRET

IMAGERY ANALYSIS SERVICE

25X1

PING-HSIANG RAIL COMPLEX 22-05 N 106-44 E

FIGURE 57.



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TOP SECRET

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Top Secret

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Top Secret

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